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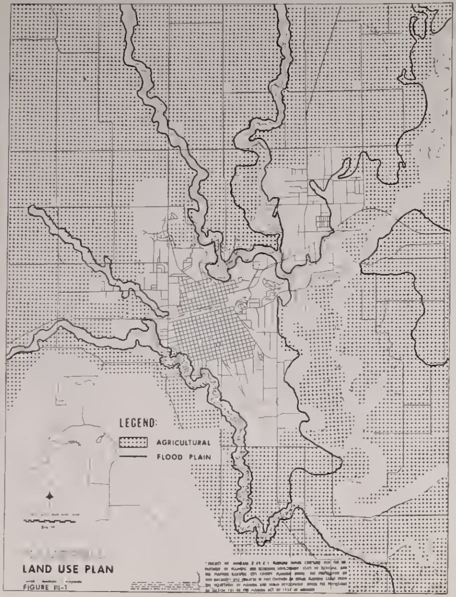

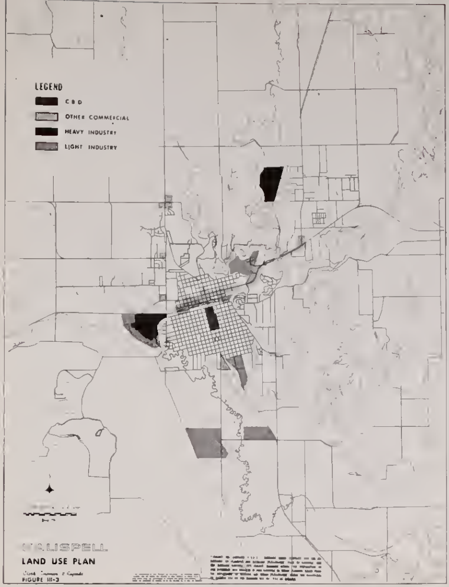

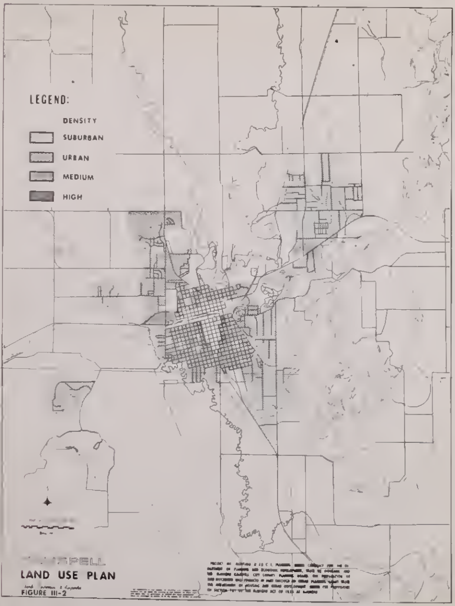

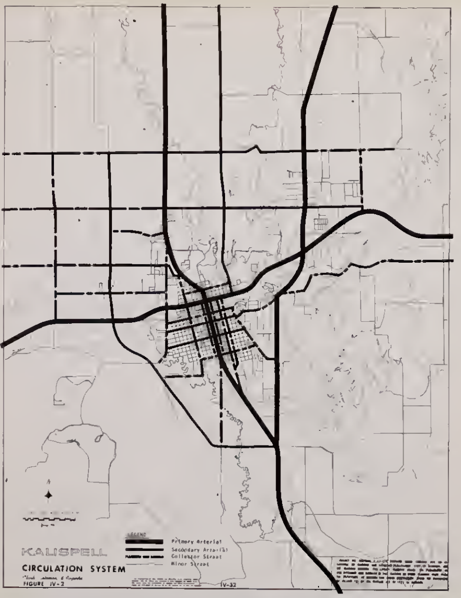

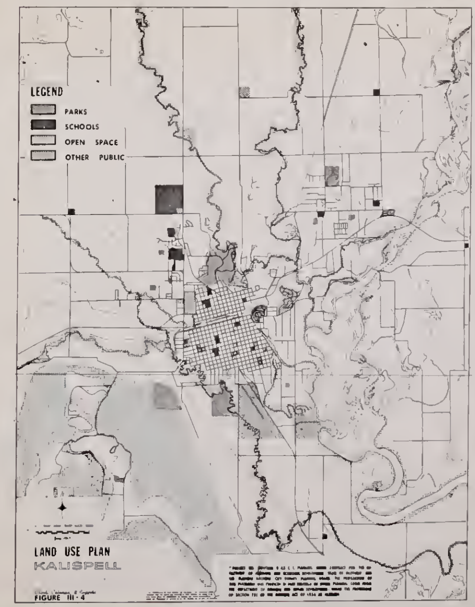

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June 1971

INTRODUCTION

The "Comprehensive Development Plan" for the Flathead-Kalispell City-County Planning Area was developed through the co-ordinated efforts of Clark, Coleman & Rupieks, a private consulting firm, and the City-County Planning Department.

The "Plan" considers physical characteristics; economy and population; land use; community facilities and traffic circulation; and the central business district, all elements that give life and form to the community and "Planning Area".

In order to maintain a dynamic character representative of the area served it will be necessary to periodically review and update the "Comprehensive Development Plan".

The "Plan establishes general guidelines for desirable development. It does not provide the policies or procedures to be used for specific development or implementation decisions. It does, however, create an awareness of the future needs of the "Planning Area".

Used as an analytical tool the "Plan" will serve as the basis for specific development decisions by the Kalispell City Council and the Flathead County Commissioners. It should also prove to be an invaluable tool to anyone interested in the orderly development of the area.

HISTORY

Before the arrival of the white man, Flathead County was Indian Country. Blackfeet Indian Country was to the east; and Flathead Indian Country extended from the valley to the west. David Thompson of the North West Trading Company was the first white man to enter the Flathead Country in 1809. The first white visitors were trappers and fur traders. These were followed by settlers from Idaho and California who engaged in farming and the raising of livestock. In the 1850's the Jesuit priests explored the area further. Since the Flathead Country area wasn't located on the regular traveled routes; settlement proceeded slowly.

The next step in our progress can perhaps be traced to a gold stampede. Gold dust was found on Wolf Creek, 60 miles west of Kalispell. About fifty claims were staked but there is no record of much gold being mined. The first settlement in the upper Flathead in what is now Flathead County was made in 1857 by Joe Ashley. He saw no future in the valley and sold his claim for $10. The first white man in the Flathead to stay with the country settled here in 1860. By 1880 there were twelve men in the valley with the view of settling permanently. Ashley, located a mile west of the present business section of Kalispell, has been called the first real town in the Flathead.

The Northern Pacific Railroad reached the southern end of Flathead Lake in the early 1880's. In 1884 first industrial plant in the valley, a lumber mill, was constructed between the upper and middle Foy's Lakes. The mill operated by water power had a 10,000 board feet per day capacity.

Demersville, about five miles south east of the present town of Kalispell, was founded about 1887. Demersville was located on the bank

of the Flathead River and was the port of entry for supplies from the south brought by steamboat across Flathead Lake. The town was abandoned shortly after the arrival of the Great Northern Railroad.

In the fall of 1890, construction of the Great Northern Railroad had crossed the main range of the mountains to the east and was progressing down the middle fork of the Flathead River. The completion of the railroad in 1891 and the steamboat traffic on the lake speeded transportation. It wasn't until the early spring of 1891 that the rush of settlers began. The town boomed. The city of Kalispell was incorporated in April 1892. Flathead County was created in 1893 from a part of Missoula County; and Kalispell became the permanent county seat in 1894. Kalispell's name was derived from the Indian word Culispel, meaning the prairie or grass land above the lake.

Glacier National Park was set aside as a public park by a congressional act in 1910. It is located 34 miles from Kalispell. Sparked by construction of the Hungry Horse Dam, Flathead Valley has developed considerably in the forties and early fifties. Construction of the Anaconda Aluminum Company plant northeast of Columbia Falls followed. The work involved in the construction of Hungry Horse Dam and the Aluminum plant helped the valley to prosper; and many of the Flathead communities expanded.

CHAPTER I PHYSICAL CHARACTERISTICS

GENERAL

The Planning Area occupies over 60 square miles of the Flathead Valley. Kalispell is located in the Flathead Valley, one of several broad, flat valleys in the state's northern Rocky Mountains. Although the economic base of the area has long been agricultural and forestry related industries, increasing leisure and vacation time and earlier retirements are converting the area into a tourist and retirement center. U.S. Highways 2 and 93, leading to nearby Flathead Lake, Glacier National Park, and Big Mountain Ski Area among other scenic boating, hunting and fishing areas, intersect Kalispell making it a natural stopping place for tourists.

SOIL

Figure 1-1 shows the general soil associations which occur in the Planning Area. These associations are described as follows:

Kalispell-Talley, Blanchard and Flathead: consist of deep well-drained, loamy and moderately sandy soils and moderately deep gravelly soils.

Kalispell - Somers - Demers: consist of deep, dark-brown well to moderately well drained, loamy to clayey soils. These soils also include some saline-alkali.

Kiwanis - Walters - Birch: consist of deep to shallow, gray and dark grayish-brown, loamy to moderately sandy soils. They are well drained to excessively drained.

Swlms: consist of deep, gray, moderately well drained, loamy to clayey soils that have developed in low-terrace streams alluvium. They are well to poorly drained.

Prospect-Yeoman, moderately deep oversand: consist of deep, dark-brown and nearly black, well-drained, stony loamy soils.

Banks - Chamokani - Corvallis: consist of deep, gray and grayish-brown, loamy soils and deep, sandy soils with sandy subsoils. Drainage ranges from excessive to poor. In addition, this association also contains Muck and Peat and some Allivial land poorly drained.

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Soil associations are useful in determining the general soil characteristics of large areas and its suitability for a broad use, such as agriculture.

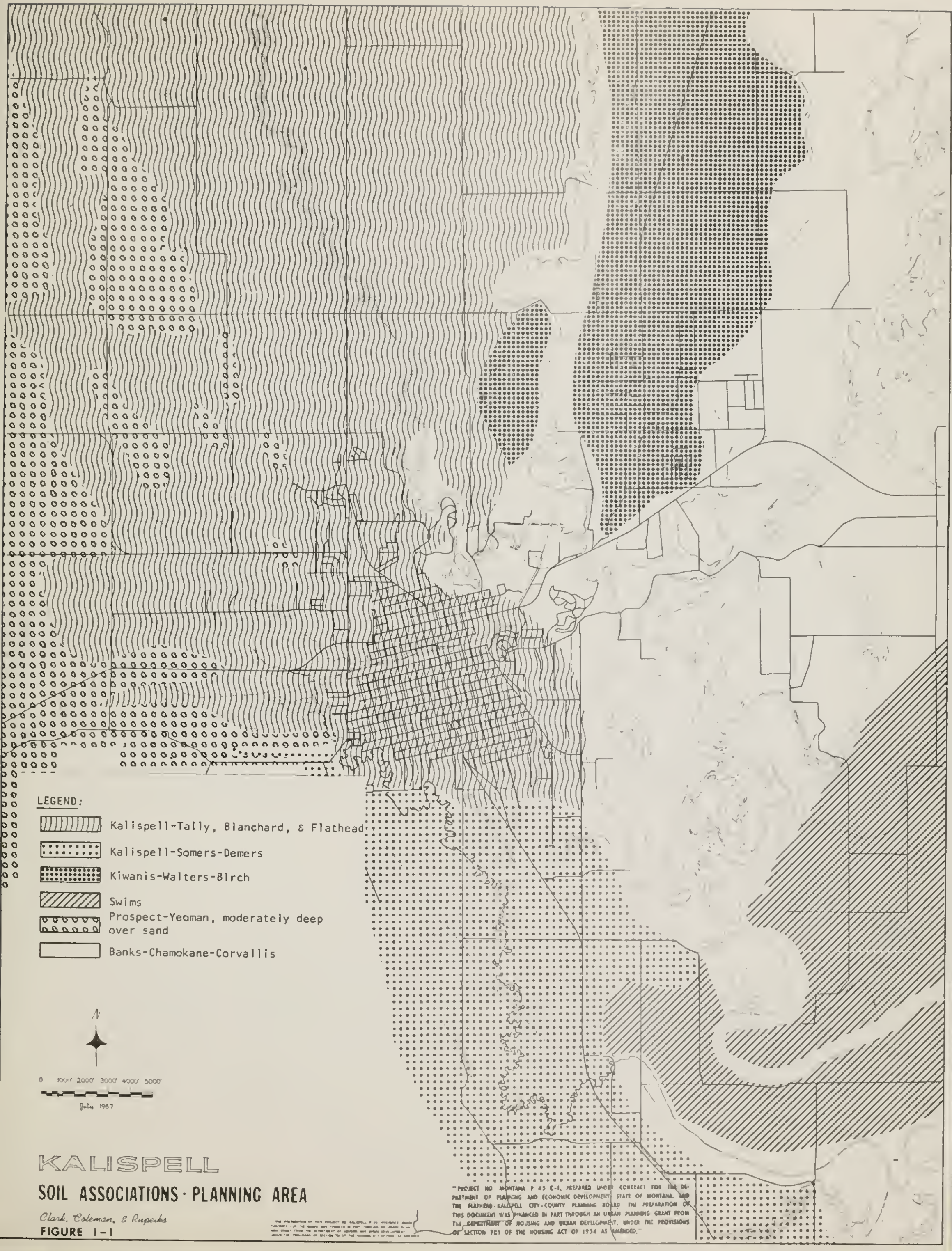
Each soil association contains one or more major soil series; each major soil series contains one or more minor soil series. The U.S. Department of Agriculture Soil Conservation Service has prepared a detailed report showing the location and analysis of the major and minor soil series entitled Soil Survey Upper Flathead Valley Area and supplement entitled Engineering Properties and Soil Interpretations For Use In Resource Planning and Development. The detailed information contained therein can and will be used in this report to determine suitability of the planning area for specific uses. Most of the soils in the planning area are tillable and buildable in the 0 - 7% slope category. As the slope increases the suitability of those soil for cultivation and building decreases.

SLOPE

Within the Planning Area there are slopes which exceed 25 percent (a rise in excess of 25 feet in 100 horizontal feet) and are considered unbuildable. These areas are located in the southwest and westerly portions of the Planning Area and in the areas adjacent to the Stillwater and Whitefish Rivers. Nearly one-eighth of the Planning Area lies in this category and is indicated on Figure I-2.

FLOOD PLAIN

Figure I-2 also indicates those areas which are subject to periodic flooding. The Flathead River has caused flooding and damage during 17 of the last 77 years. Records of the Stillwater and Whitefish Rivers, between 1932 and 1950, indicate that flooding has occurred 10 times.


LEGEND:
▥ Kalispell-Tally, Blanchard, & Flathead
⁚ Kalispell-Somers-Demers
▦ Kiwanis-Walters-Birch
▨ Swims
○ Prospect-Yeoman, moderately deep over sand
☐ Banks-Chamokane-Corvallis
N
0 1000' 2000' 3000' 4000' 5000'
July 1967

KALISPELL

SOIL ASSOCIATIONS - PLANNING AREA

Clark, Coleman, & Rupeiks

FIGURE 1-1

"PROJECT NO MONTANA P 45 C-1, PREPARED UNDER CONTRACT FOR THE DEPARTMENT OF PLANNING AND ECONOMIC DEVELOPMENT, STATE OF MONTANA, AND THE FLATHEAD-KALISPELL CITY-COUNTY PLANNING BOARD. THE PREPARATION OF THIS DOCUMENT WAS FINANCED IN PART THROUGH AN URBAN PLANNING GRANT FROM THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT, UNDER THE PROVISIONS OF SECTION 701 OF THE HOUSING ACT OF 1954 AS AMENDED."

Nearly one-third of the Planning Area is flood plain and was flooded in 1964. Had it not been for Hungry Horse Dam approximately 2,400 additional acres would also have been flooded. Although some of this flood plain could be protected by levees and most could be protected by construction a Smoky Range Dam, such a dam could not be operational before 1985. The Corp. of Army Engineers is suggesting a levee system beginning at the County airport and extending south to Highway 2. The levee system would give the Evergreen Community protection for a 200-year flood. Modifications to Willow Glen Drive would allow it to serve as a dike thereby protecting the Days Acre area for the same frequency flood. The levee system could be under construction by the mid 70's, if the system is acceptable to the local area and if the necessary steps are taken to form a district covering annual maintenance costs and right-of-way for the levees is acquired.

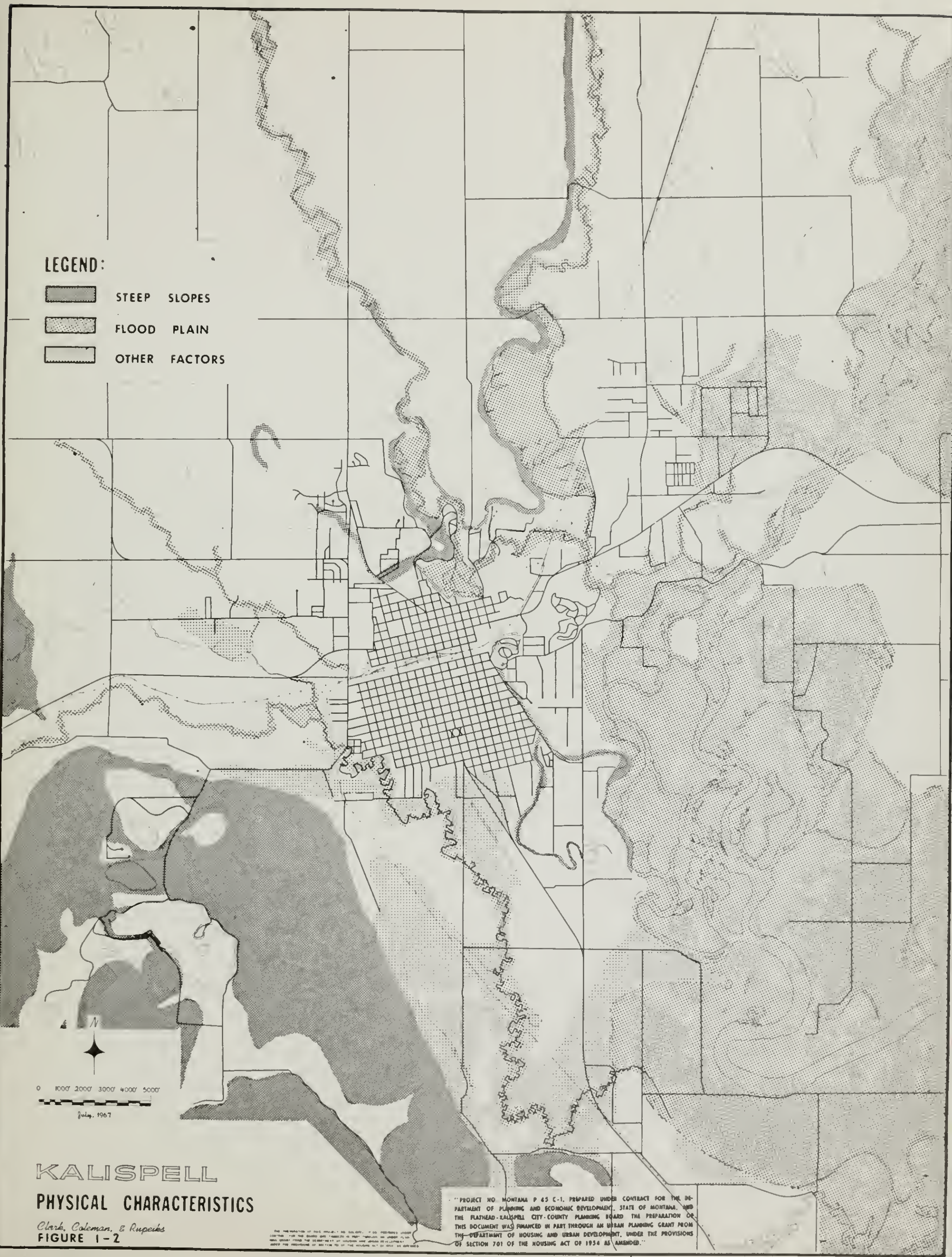
OTHER FACTORS

Certain areas of the Planning Area, because of the general physical and chemical properties of the soil, are not suited for development. These soils contain one or more of the following properties:

High water table,
alkalinity or acidity,
Salinity,
Corrosivity
Slow or rapid permeability.

These areas are shown in Figure I-2.

Approximately one-half of the Planning Area is composed of slopes in excess of 25 percent, flood plain and soils not suited for development.



KALISPELL

PHYSICAL CHARACTERISTICS

Clark, Coleman, & Rupeiks

FIGURE 1-2

"PROJECT NO. MONTANA P 45 C-1, PREPARED UNDER CONTRACT FOR THE DEPARTMENT OF PLANNING AND ECONOMIC DEVELOPMENT, STATE OF MONTANA, AND THE FLATHEAD-KALISPELL CITY-COUNTY PLANNING BOARD. THE PREPARATION OF THIS DOCUMENT WAS FINANCED IN PART THROUGH AN URBAN PLANNING GRANT FROM THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT, UNDER THE PROVISIONS OF SECTION 701 OF THE HOUSING ACT OF 1954 AS AMENDED."

CHAPTER II ECONOMY AND POPULATION

GENERAL

Before 1900, agriculture and lumbering were the major economic activities and with certain changes, they remain so today. During the 1930's, a substantial number of Great Plains "Dust Bowl" farmers migrated to the Flathead Valley and began working the land; however, the productivity was discouragingly low and when the economy started on the upswing, many of these families found employment in cities and towns. While Flathead County still contains a considerable number of farms, farming as an occupation and economic mainstay is noticeably less important than throughout the rest of Montana.

While forests have remained the most important factor in the County's economy, the emphasis has changed in recent years from men working in the forests to employment in the manufacturing of lumber and associated products.

The importance of manufacturing was given added impetus with construction of the Anaconda aluminum plant at Columbia Falls in 1954. As the largest labor market in the County, the City of Kalispell realizes benefits from the operation of this nearby plant.

ECONOMY

The economies of both Kalispell and Flathead County rest on trade and its accompanying growth in services, on manufacturing, and on a third relatively untapped source of enormous potential. This third factor is, of course, the tourist industry which, despite seasonal fluctuations, has been steadily gaining in importance.

Employment

Past Trends

The employed labor force as a share of the whole population of Kalispell

declined from 40 percent to nearly 34 percent between 1950 and 1960. A similar decline from 38 to 30 percent was reported in the County while the state's employed labor force as a percentage of the total declined much less going from 39 to 38 percent. Unemployment rates in both census years were considerably higher for the City and County than for the entire state. Declines in agricultural and construction employment and the entrance of large numbers of females into the labor force help to account for these declines.

Data from the Montana State Unemployment Commission or "covered employment" data reflects the changes that have taken place in the County's employment over the 18 years between 1950 and 1968. Unlike census data, which are given by place of residence, "covered employment" data is given by place of work and excludes government, domestic, agricultural and interstate railroad workers. Therefore, the two types of data are not comparable but do reveal trends. Total "covered employment" in Flathead County rose steadily from 1950 to 1956 and was then beset by declines. Slow growth began in 1960 and has continued to the present with spurts of activity between 1955 and 1966 and between 1967 and 1968. The major employment gains have been made in manufacturing, trade and services.

The major occupational groups in Kalispell were clerical, managerial and professional and technical workers. These groups accounted for 44 percent of the City's total employed work force. In the County, operatives and craft and clerical workers made up 40 percent of the total.

In both Kalispell and the County the major industries in order of importance were, in correspondence to employment gains, trade, services and manufacturing. The only change between 1950 and 1960 was the decreased importance of transportation to the County's economy.

Employment Estimates

Employment forecasts for the County, Planning Area and City of

Kalispell are based on the analysis of past percentage share of total employed labor force. Both census and "covered" employment data were used in the analysis.

TABLE II-1

EMPLOYMENT BY MAJOR INDUSTRY: 1960
(By Percent)

Industry	Kalispell	Flathead County	State
Agric., Forestry & Mining	2.7	9.7	20.6
Construction	5.0	4.6	6.4
Manufacturing	12.4	19.7	10.1
Trans., Comm. & Utilities	4.8	10.7	9.1
Trade	34.1	23.8	20.3
Fin., Ins., & Real Estate	6.6	3.3	3.5
Services	26.4	21.6	22.1
Public Admin.	6.4	4.9	5.4
Other	1.6	1.7	2.2
TOTAL	100.0	100.0	100.0

Source: U. S. Census of Population

The trends toward more education and earlier retirement are expected to result in a decreasing share of the total population in the labor force. However, the improvement of economic conditions in Flathead County between 1960 and 1967 and the continuation of that trend to 1985 will produce an increased percentage of the total population in the labor force. In 1960, only 31 percent of the County's population was employed as compared with 34 percent statewide and 35 percent in Kalispell. By 1985, 32 percent of the County's 46,600 people will be employed. At the same time, 34 percent of the City's and about 33 percent of the Planning Area's population is expected to be employed.

In 1985, the Planning Area is expected to employ 6,890 persons, an increase of 1,400 over 1967. Wholesale and retail employment will represent over 27 percent of the total, a reflection of Kalispell's role as

the retail center for Montana's northwest corner. Manufacturing and public administration will also be major employers in the Planning Area.

TABLE II-2

TOTAL EMPLOYMENT ESTIMATES

	1967	1985
Kalispell	3,970	4,850
Planning Area	5,490	6,890
County	12,380	15,100

Source: Clark, Coleman & Rupeiks, Inc.

The largest percentage increases are expected in the services and finance, insurance-real estate category. The Planning Area's 1985 labor force is shown by type of industry in Table II-3.

TABLE II-3

PLANNING AREA EMPLOYMENT FORECAST: 1985

	Number	Percent
Agric., For., Fish., Mining	390	5.7
Construction	420	6.0
Manufacturing	1,240	18.0
Trans., Comm., Utilities	359	5.2
Wholesale and Retail	1,865	27.1
Fin., Ins., Real Estate	500	7.3
Personal Services	553	8.0
Professional Services	1,083	15.7
Public Administration	480	7.0
TOTAL	6,890	100.0

Source: Clark, Coleman & Rupeiks, Inc.

Retail Trade

Kalispell's position as a regional as well as local trade center is logical since it is the largest city in many miles; and size does have a connotation of a wide variety of goods and services. From Kalispell the shopper must travel south 122 miles to Missoula or over 200 miles

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east to Great Falls in order to find another such selection.

Past Trends

Despite the loss of retail trade outlets throughout the County, Region and State, Kalispell added 22 new retail establishments between 1958 and 1963. The greatest increase was among the primary shoppers outlets which include department and variety stores, apparel and shoe shops and specialty outlets such as jewelry, stationary, and sporting goods stores. This type of outlet appeals to the pedestrian shopper who is interested in comparing brands and prices. The other two types of retail goods are termed secondary and convenience. Secondary goods outlets are those which generally require automobile access and are located further out where more space is available. Convenience outlets are those which deal in everyday necessities such as food and gas. These stores are usually located close to the population they serve. The number of outlets by type are shown in Table II-4.

TABLE II-4

RETAIL ESTABLISHMENTS BY TYPE

	1958		1963	
	City	County	City	County
Primary	53	130	66	111
Secondary	68	160	78	167
Convenience	76	154	75	145
TOTAL	197	444	219	423

Source: U. S. Census of Business

A breakdown of sales by type is shown in Table II-5. Kalispell held 44 percent of the County's retail stores in 1958 and 52 percent in 1963, but captured 66 and 70 percent respectively of retail sales in both years. The relative shares of total retail sales sold in each type

of outlet are shown in Table 11-5 for 1958 and 1963. The City's sales increased by 23 percent over the five-year period between 1958 and 1963 in contrast to the County's gain of 16 percent.

TABLE 11-5

RETAIL SALES BY CATEGORY

	KALISPELL		COUNTY	
	1958	1963	1958	1963
Sales ($000)	28,205	34,653	42,919	49,657
By Percent				
Primary	26.4	29.1	25.1	25.3
Secondary	33.2	33.9	32.0	32.0
Convenience	40.4	37.0	42.9	42.7
TOTAL	100.0	100.0	100.0	100.0

Source: U. S. Census of Business

TABLE 11-6

ACTUAL VERSUS AVAILABLE RETAIL SALES

	KALISPELL		COUNTY	
	1958	1963	1958	1963
Primary	255.8	289.7	120.1	143.3
Secondary	215.5	221.2	110.5	107.7
Convenience	181.7	178.4	102.5	106.2
TOTAL	208.2	216.7	110.6	111.9

Source: U. S. Census of Business; Sales Management; Analysis by Clark, Coleman & Rupeiks, Inc.

Growth in the retail sector can also be noted in the steadily increasing "covered" trade employment. Between 1965 and 1968 a gain of 11.7 percent was noted for this category.

Further proof of Kalispell's retail success is shown by comparing actual sales with the amount available for retail expenditures out of

the community's total disposable income. Such a comparison is given in Table II-6, where a figure of 100.0 indicates equality of actual and available sales and less than 100.0 indicates a loss of potential sales to other competitive areas.

Current Retail Trade

Census data for 1967 revealed a change in Kalispell's retail industry. Although total retail sales in the City jumped 26.4 percent over the four years between 1963 to 1967 to reach $43.8 million, County-wide sales increased by 29.5 percent. The City's sales per capita gained only 19.8 percent compared to 21.3 percent for the entire County. At the same time the City's percentage of total County sales declined to 68.1 from 69.8 and sixteen establishments were lost. The relative losses are due to gains in the Whitefish and Columbia Falls areas. In 1967, Kalispell was using approximately 88 percent of the Planning Area's total 573,977 square feet of retail space. Nearly half of the Planning Area's total floor space was located in the CBD. Table 11-7 gives a breakdown of current retail sales and floor area by category.

TABLE II-7

RETAIL DATA: 1967

	SALES ($000)		FLOOR AREA (SQ.FT.)	
	Kalispell	Plan. Area	Kalispell	Plan. Area
Primary	11,738	13,015	148,862	152,662
Secondary	15,020	16,712	220,550	265,640
Convenience	17,042	19,189	134,675	155,675
TOTAL	43,800	48,917	504,087	573,977

Source: U. S. Census of Business, 1967; Clark, Coleman & Rupeiks, Inc.

Retailing accounted for about 60 percent of the 156 acres devoted to commercial uses in the Planning Area. The City contained a little over

half of the Planning Area's retail acreage. This relatively small proportion is due to the strip development along Highway 2 east of Kalispell.

Additional information about the current retail industry was gained through a questionnaire which was designed to determine certain retail productivity data as well as to gain insight into the attitudes and goals of the local businessmen without whose backing any plan would fail.

Most of the respondents were satisfied with their present business locations and of the five who were not, three indicated that they would relocate on the outskirts of the City where more space was available. About 43 percent of the businesses sampled rented their premises for an average of $355 a month or $1.18 per square foot. Nearly 68 percent of the sample reported that improvements had been made on their premises since 1960. Slightly over one-quarter of these improvements had been financed by tenants.

Only eight percent of the sample thought the business level "poor" while almost half considered it "good." The reasons given most often for the business level not being better were the size of the population, merchandising problems, taxes, level of income in the area and insufficient parking.

Over 70 percent of the respondents thought the downtown area was a good place for investment. The factors thought to make the downtown an attractive area for investments were its compactness and steady growth and the fact that outlying shopping centers had not yet caught on in the area. Those who did not consider the downtown a good place for investment quoted insufficient parking, run-down buildings, high taxes, scarce land and the general trend toward outlying shopping centers as reasons.

The businessmen thought the areas most in need of improvement were the sewers, parking, indoor recreation facilities, schools and the conditions of streets and sidewalks. Specific suggestions for improvement were increased parking, the remodeling of buildings, a truck by-pass, the addition of convention facilities and eventually to turn the downtown area into a pedestrian mall.

Estimate of Future Needs

Kalispell is expected to retain its role as the retail center for the northeastern corner of the State although its relative position will decline. Therefore, assuming an increase in sales per capita, the City can expect about $58.7 million in retail sales by 1985 while the Planning Area total should reach $68.5 million.

Approximately 803,300 square feet of retail floor space will be needed in the Planning Area, an increase of 229,323 square feet between 1967 and 1985. The major part, over 171,500 square feet of this space, should be added inside the city limits assuming its existing rate of annexation. A breakdown of retail sales and floor area projections for 1985 are presented in Table II-8.

TABLE II-8

RETAIL FORECASTS: 1985

	KALISPELL		PLANNING AREA	
	Sales ($000)	Floor Area (Sq. Ft.)	Sales ($000)	Floor Area (Sq. Ft.)
Primary	15,732	199,302	17,456	213,678
Secondary	20,134	295,913	22,864	371,928
Convenience	22,834	180,385	28,134	217,694
TOTAL	58,700	675,600	68,454	803,300

Source: Clark, Coleman & Rupeiks, Inc.

Selected Services

Included in the selected services category are hotels, motels, personal service shops, credit services, repair and rental shops, commercial amusement facilities, etc. In keeping with national trends, the selected services outlets in Kalispell and Flathead County have grown substantially both in terms of number and receipts. Fifteen of the 25 new services establishments added in the County between 1958 and 1963 were located in Kalispell. Total receipts rose about $1.0 million in the City and $2 million in the County over the five-year period. Continued growth is expected due to rising per capita incomes which have a proportionately larger amount both available and actually spent on non-necessities and the increasing tourist industry of the area.

Agriculture

Agricultural employment which engaged 13.2 percent of the 1950 Flathead County labor force, accounted for only eight percent by 1960. Since 1940, the number of farms has declined from 1,701 to 1,418 in 1950 to 1,088 in 1964. Although the size of the remaining farms has increased from 165 acres in 1940 to 233 in 1964, they are considerably smaller than the average for the state of 2,437 acres. Although the value of products sold per farm increased by 111 percent between 1959 and 1964, the County's per farm average of $9,992 remained much below the state's average of $16,938. Over 56 percent of the total sales value in the County came from livestock and related products. In addition, the U.S. Census reported that sales of forest products in Flathead County (the highest of any county in the state) followed the statewide trend and declined by 57 percent over the five-year interval between 1959 and 1964.

Although increased mechanization and other factors are pushing more and more farm workers to other occupations, it is of vital importance that Flathead County protect its agricultural and forest lands. In the face of dwindling food surpluses and forecasts of actual shortages within the next two to thirty years, the loss of agricultural land to urban uses, when no definite need is indicated, is extremely foolish.

POPULATION

General

One of the most basic and important steps in the planning process is the determination of the size and characteristics of the population to be served. From the population estimates, it is possible to establish the minimum level of services needed and adequate amounts of land for various uses can be set aside in advance.

However, despite the importance of having accurate population projections, there is no foolproof method of achieving these figures. Attempts to predict any human behavior is uncertain, and estimating the future population of a given area is especially difficult due to the number of variables which are related to a person's choice or residence. In most cases, economic and social pressures have more bearing on these decisions than do the physical characteristics of the area. These limitations should always be kept in mind when dealing with projections, but they can be minimized by having a recent and accurate base population such as provided by the 1970 U. S. Census and by having the past trend of population changes for the specific area. An understanding of the various social and economic conditions which brought about these changes help to establish the probable population growth responses to the conditions expected between 1971 and 1985.

The 1970 Census (with a U.S. population of 203,184,772) revealed that the rapid growth rates projected for the United States were not being realized. Although the U.S. Census Bureau has not updated their projections for the State of Montana, they have reduced their highest projected fertility rate for the nation and further, have added a new low series of projections. Even though the Census Bureau projections for the U.S. in the year 1985 range from 237 to 257 million, they admit the actual population may not even fall within this range.

Local Conditions

Even with the uncertainties in projecting populations, the Kalispell area is fortunate in having a recent census to serve as a base and also in having past trends in population change available to act as guidelines to the future. Table II-9 traces these trends.

TABLE II-9

TRENDS IN POPULATION

	KALISPELL	FLATHEAD COUNTY	STATE
1930	6,094	19,200	537,606
1940	8,245	24,271	559,456
1950	9,737	31,495	591,024
1960	10,151	32,965	674,767
1970	10,526	39,460	694,409

Source: U. S. Census Population

In opposition to many areas of Montana, the 1970 Census revealed that Flathead County was continuing to grow. While the State's population increased by only .3 percent annually between 1960 and 1970, the County's population grew two percent annually. This was a much faster rate than the .5 percent experienced each year between 1950 and 1960. The City of Kalispell continued to gain .4 percent a year during the sixties, the same rate experienced in the fifties. The Kalispell

Planning Area added 1.6 percent more population annually, growing from 13,320 in 1960 to 15,431 in 1970. Flathead County's growth reflects its new and expanding manufacturing industries and its increasing popularity as a recreation and retirement area. The growth has been greatest north of Kalispell, centering around Columbia Falls and the nearby aluminum plant.

Projections

It is expected that the current economic stabilization will slow the area's rate of growth until the mid-seventies. However, the continually increasing demands for attractive recreation and retirement areas will support steady growth to 1985 and beyond. The County's 1985 population is projected at 52,510 or an increase of 33 percent over the 1970 figure.

Kalispell's Planning Area is also expected to continue to grow at a rate which generally reflects the County's growth. By 1985, the Planning Area will contain nearly 19,600 people, 4,159 more than in 1970. Although the City of Kalispell is expected to continue to grow, its population on any date will depend upon its annexation policies. In the recent past, developing areas bordering the City have been hesitant concerning annexation. The projections for the City contained herein reflect a continuation of this hesitancy. Even if this situation is overcome, it is expected that the City's 1985 population would be no more than 12,970, slightly less than one-quarter of the County's projected population. The projections shown in Table II-10 are based mainly on the past growth trends and relationships. No major new developments are foreseen.

TABLE II-10

POPULATION TRENDS AND PROJECTIONS TO 1985

	FLATHEAD COUNTY		KALISPELL		PLANNING AREA	
Year	Number	Percent Increase	Number	Percent Increase	Number	Percent Increase
1960	32,967	-	10,151	-	13,320	-
1970	39,461	19.7	10,526	3.7	15,431	15.8
1975	43,010	9.0	10,737	2.0	16,600	7.6
1980	47,740	10.8	11,104	3.4	18,050	8.7
1985	52,510	10.0	11,470	3.3	19,590	8.5

Source: U. S. Census; Projections by Clark, Coleman & Rupeiks, Inc. June 1971

Age and Sex Characteristics

Generally, throughout the nation and State, the median age of the population has been declining. Montana's median age has dropped from about thirty years of age to the mid-twenties. Even though Flathead County's median age is higher - about thirty - it has conformed to the declining pattern. However, Kalispell's median age is in the early thirties and has been increasing steadily. This deviation from state-wide trends is due to Kalispell's attraction for retired people and the trend is expected to continue. Kalispell's population '65 and over' accounted for 15.6 percent of the total in 1970, up from 14.2 percent in 1960. This group is expected to comprise 16.3 percent of the 1985 population. Conversely, the population under twenty years of age declined from 37.4 percent in 1960 to 36.1 percent in 1970. A continued decline to 35.9 percent is expected for 1985. Between 1960 and 1970, absolute losses were reported among those less than ten years old and among those 35 to 44 years old in the City.

Although the County's age distribution is skewed by the City's retired population, no absolute losses were reported among its working age people. A slight decline was reported among those 65 to 74. The

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County's percentage distribution of population is expected to remain nearly the same with only slight decreases in the younger age range and a slight gain in older working people ages 45 to 64. Although the recreational advantages of the area draw young people, the employment opportunities of the metropolitan areas will create the greater attraction. The Planning Area lying outside of Kalispell will present a distribution heavily skewed by the City's older population, even though the suburban area will attract young families. Those less than twenty years of age will represent almost 38 percent of the Planning Area's population, while those over 65 will make up 13.4 percent.

Tables II-11, 12 and 13 show both the age and sex breakdowns for the three areas. These distribution projections are based on the past breakdowns and reflect the assumption that development will continue generally as it has in the last ten years. Hence, the population attracted to the area will be basically the same.

The male/female distribution of the County and Planning Area are also strongly affected by the presence of Kalispell which, like most cities, has a larger percentage of females than males. This is due to the greater economic and social opportunities available to women in urban areas. Further, females generally survive longer than males; hence, in Kalispell's older population, females would predominate. In the total County, males represent a larger proportion of the population. However, there is a noticeable reduction in the percentage of males between ages 20 and 44. Several factors are probably involved here, including the military obligation of this group as well as education and employment opportunities outside of the County. Similar factors are expected to effect the sex distribution of the three areas during the next fifteen years.

TABLE II-11

GENERAL AGE AND SEX CHARACTERISTICS OF FLATHEAD COUNTY, MONTANA: 1970 & 1985

	TOTAL		MALE		FEMALE	
AGE	1970	1985	1970	1985	1970	1985
Under 5 yrs.	3,324	3,676	1,686	1,875	1,638	1,801
5 - 9 yrs.	4,244	4,988	2,210	2,594	2,034	2,394
10 - 14	4,738	6,879	2,370	3,474	2,368	3,405
15 - 19	3,923	5,566	1,951	2,894	1,972	2,672
20 - 24	2,175	3,413	1,004	1,594	1,171	1,819
25 - 34	4,533	6,511	2,224	3,229	2,309	3,282
35 - 44	4,425	4,883	2,169	2,393	2,255	2,490
45 - 54	4,525	6,249	2,277	3,137	2,248	3,112
55 - 59	1,867	2,678	937	1,339	930	1,339
60 - 64	1,583	2,205	791	1,091	792	1,114
65 - 74	2,349	2,836	1,132	1,358	1,217	1,478
75 & over	1,775	2,626	848	1,238	927	1,387
TOTALS	39,461	52,510	19,599	26,217	19,862	26,293

Source: Clark, Coleman & Rupeiks, Inc., June 1971

TABLE II-12

GENERAL AGE AND SEX CHARACTERISTICS OF KALISPELL MONTANA: 1970 & 1985

	TOTAL		MALE		FEMALE	
AGE	1970	1985	1970	1985	1970	1985
Under 5 yrs.	748	665	385	343	363	322
5 - 9 yrs.	948	791	497	414	451	377
10 - 14	1,084	1,319	541	660	543	659
15 - 19	1,025	1,342	494	647	531	695
20 - 24	600	849	277	399	323	450
25 - 34	1,064	1,181	524	587	540	594
35 - 44	1,068	849	484	391	584	458
45 - 54	1,242	1,285	608	634	634	651
55 - 59	569	654	267	307	302	347
60 - 64	538	665	244	300	294	365
65 - 74	877	941	369	395	508	546
75 & over	763	929	305	375	458	554
TOTALS	10,526	11,470	4,995	5,452	5,531	6,018

Source: Clark, Coleman & Rupeiks, Inc., June 1971

TABLE II-13

GENERAL AGE AND SEX CHARACTERISTICS OF THE KALISPELL PLANNING AREA: 1970 & 1985

AGE	TOTAL		MALE		FEMALE	
	1970	1985	1970	1985	1970	1985
Under 5 yrs.	1,188	1,254	598	643	590	611
5 - 9 yrs.	1,528	1,587	740	824	788	763
10 - 14	1,728	2,351	826	1,180	902	1,171
15 - 19	1,512	2,174	753	1,098	759	1,076
20 - 24	864	1,371	371	642	493	729
25 - 34	1,667	2,233	815	1,110	852	1,123
35 - 44	1,636	1,606	797	750	839	846
45 - 54	1,790	2,292	872	1,144	918	1,148
55 - 59	787	1,097	386	531	401	566
60 - 64	710	999	344	472	366	527
65 - 74	1,111	1,215	571	547	540	669
75 & over	910	1,411	420	614	490	797
TOTALS	15,431	19,590	7,493	9,564	7,938	10,026

Source: Clark, Coleman & Rupeiks, Inc., June, 1971

CHAPTER III LAND USE

General

The manner in which land is being used at the present time and its potential use is of importance to all citizens. The use of land in a community can be placed in five basic categories--residential, commercial and industrial, cultural and recreational, streets and highways and vacant. These areas are of primary importance in forming the structure and character of the community.

A solid base for the Planning Area's Comprehensive Plan will be formed by those uses which exist at the present time. These uses not only represent a large investment in time and money but reflect the beliefs and attitudes of the community's people.

Existing Land Use

An inventory of the land uses in the Planning Area was conducted in the Fall of 1967. Table III-1 lists the results of that survey for the Planning Area and Table III-2 lists the breakdown for the area developed. The survey revealed that 7.3 percent of the Planning Area was developed, 4.7 percent, 35.2 percent and 52.9 percent consisted of water, agriculture and open or vacant areas respectively. The developed land in the Planning Area consists of 1,095.7 acres or 28.4 percent in residential, 135.7 acres or 3.5 percent in commercial, 407.6 acres or 10.6 percent in industrial, 554.3 acres or 14.4 percent in schools, parks and other public facilities and 1664.4 acres or 43.1 percent in streets and alleys.

The City of Kalispell, within its corporate limits, contained 1945 acres. Of this total 74.8 percent was developed and 25.2 percent consisted of open or vacant areas.

TABLE III-1

EXISTING LAND USE-PLANNING AREA

Use	Acres	Percent of Developed Land	Percent of Total Land
Residential	1,095.7	28.4	2.06
Single-family	986.9	25.6	1.85
Duplex	8.6	.2	.02
Multi-family	9.1	.2	.02
Mobile Homes	71.1	1.8	.13
Hotels-Motels	20.0	.5	.04
Commercial	135.7	3.5	.26
Retail	93.0	2.4	.18
Wholesale	13.7	.4	.03
Offices & Services	29.0	.7	.05
Industrial	407.6	10.6	.76
Light	134.3	3.5	.25
Heavy	273.3	7.1	.51
Schools	42.3	1.1	.08
Public & Quasi-public	154.5	4.0	.29
Parks & Recreation	357.5	9.3	.67
Streets & Alleys	1,664.4	43.1	3.13
Total Developed	3,857.7	100.0	7.25
Water Areas	2,513.0	-	4.73
Agriculture	18,692.5	-	35.15
Open or Vacant	28,117.3	-	52.87
Total Planning Area	53,180.5	-	100.0

Source: Field surveys 1967, Clark, Coleman & Rupeiks, Inc.

TABLE III-2

KALISPELL-PLANNING AREA EXISTING LAND USE

Use	Kalispell Acres	Kalispell Percent	Total Planning Area Acres	Total Planning Area Percent
Residential	395.3	27.2	1,095.7	28.4
Single-family	362.5	24.9	984.9	25.5
Duplex	9.1	.7	9.6	.3
Multi-family	9.6	.7	10.1	.3
Mobile Homes	4.7	.3	71.1	1.8
Hotels-Motels	9.4	.6	20.0	.5
Commercial	79.8	5.5	135.7	3.5
Retail	50.4	3.5	93.0	2.4
Wholesale	6.4	.4	13.7	.4
Office & Services	23.0	1.6	29.0	.7
Industrial	91.9	6.3	407.6	10.6
Light	70.4	4.8	134.3	3.5
Heavy	21.5	1.5	273.3	7.1
Schools	25.3	1.7	42.3	1.1
Public & Quasi Public	86.7	6.0	154.5	4.0
Parks & Recreation	185.7	12.7	357.5	9.3
Streets & Alleys	590.4	40.6	1,664.4	43.1
Total Developed	1,455.1	100.0	3,857.7	100.0

Source: Clark, Coleman & Rupeiks, Inc. Field Survey, 1967

The developed area within the City consists of 395.3 acres or 27.2 percent in residential, 79.8 acres or 5.5 percent in commercial, 91.9 acres or 6.3 percent in industrial, 297.7 acres or 20.4 percent in schools, parks and other public facilities and 590.4 acres or 40.6 percent in streets and alleys.

Residential

Single family residence make up 89.9 percent, duplex .9 percent, multi-family .9 percent, mobile homes 6.5 percent and Hotels-motels 1.8 percent of the 1095.7 acres devoted to residential use in the Planning Area.

Table III-3 indicates the distribution by type of dwelling unit.

TABLE III-3

PLANNING AREA DWELLING UNIT DISTRIBUTION

Type of Unit	Number	Percent of Total
Single family	4,812	83.4
Duplex-4plex	315	5.4
Multi-family	234	4.1
Mobile home	408	7.1
Total	5,769	100.0

Source: U.S. Census of Population 1970

Of the total dwelling units 68.5 percent were located within the city limits. Most of the outlying dwelling units were located in the Evergreen area northeast of the City and in the Day's Acre area east of the City. Kalispell contained 67 percent of the single family residences, 97.8 percent of the duplex-4plex and multi-family units and 15 percent of the mobile homes.

Residential uses, in the Planning Area and more specifically in Kalispell, should occupy a greater percentage of the developed land than it now does. Residential uses generally occupy 40-50 percent of the city. One of the major contributing factors for Kalispell's low percentage (27%) is the high percentage of land devoted to streets.

Commercial

Three and one-half percent of the developed lands in the Planning Area are devoted to commercial purposes. Of these lands nearly 59 percent were located within Kalispell. The City contained 54.2 percent of the retail, 46.7 percent of the wholesale and 79.3 percent of the office and service areas. The commercial activity is located in Kalispell Central Business District and on North Main Street, along U.S. 2; in a

strip commercial development along U.S. 2 in the Evergreen area and at the south city limits on U.S. 93.

Industrial

The Planning Area, with the exception of the City, accounted for 77.5 percent of the industrial sites. This same area contained 47.6 percent of the light industrial and 92.1 percent of the heavy industrial sites.

The light industrial sites are located within the city along the B.N.R.R. right-of-way as it extends through town and in scattered locations along U.S. 93 south.

Heavy industry, which consists primarily of timber products manufacturing, is located west of the city limits, east of the old Whitefish Road and in the Evergreen area west of the B.N.R.R. tracks.

Schools, Parks and Other Public

These uses occupy 554.3 acres or 14.4 percent of the developed land. Schools account for 7.6 percent, parks 64.5 percent and other public and quasi public 27.9 percent of the occupied area.

There are 11 Elementary, 2 Junior High and 1 Senior High school serving the Planning Area. These schools are located as follows:

Elementary:	five in Kalispell, two in Evergreen and one in each of the four other school districts in the Planning Area.
Junior High:	two in Kalispell
Senior High:	one in Kalispell.

Flathead Valley Community College is also located in Kalispell. The College serves any student wishing to attend and is partially tax supported by the residents of Flathead County.

There are 13 parks and recreation sites in the study area, of which three are less than 3 acres, three are less than 5 acres, two are less

than 10 acres, two are less than 20 acres and one has less than 40 acres. Five of these parks are developed, 2 partially developed and four undeveloped.

Two other recreation areas exist. The Kalispell Municipal Golf Course which consists of 120 acres, is developed and Lone Tree State Park a 140 acre site southwest of the city which at present is undeveloped.

Public and Quasi public land include, four cemetaries; County and General Hospitals; city airport; Forest Service; city and county offices; post office; Forest Service, city and county shops and various churches in the area.

Streets and Alleys

Streets, highways and alleys account for 43.1 percent and 40.6 percent of the developed land in the Planning Area and Kalispell respectively. These percentages are high because of the grid-iron street pattern and small blocks in the city and because the relative lack of development in the remainder of the Planning Area makes the acreage devoted to streets appear proportionately large. Generally only 25-35 percent of the developed land is devoted to streets.

These figures indicate that Kalispell is burdened with maintaining a larger area in expensive streets than is usually needed. Newer areas on the outskirts of the city do and should be encouraged to continue to provide larger blocks, and street patterns which require a smaller percentage of the total area to be devoted to streets to adequately serve the proposed uses. Developers in the remainder of the planning area should also be encouraged to provide a smaller total street percentage as has been suggested for the city.

Vacant Land

The use of vacant land is one of the two ways in which the planning area will change. The other is urban renewal.

The planning area contains 28,117 acres of vacant land or nearly 53 percent of the total land area. Kalispell, contains 500 acres of this land.

Since vacant land is one of the methods by which change will occur; an examination of the suitability of this land for development is in order. Vacant land in the planning area can be separated into four categories: flood plain, steep slopes, other factors (see chapter 1 for information regarding these); and suitable for development. Table III-4 indicates the vacant land included in the categories described.

TABLE III-4

PLANNING AREA VACANT LAND

	ACRES	PERCENT OF VACANT AREA
FLOOD PLAIN	13,120	46.7
STEEP SLOPE	8,330	29.6
OTHER FACTORS	2,320	8.3
SUITABLE FOR DEVELOPMENT	4,347.3	15.4
TOTAL VACANT LAND	28,117.3	100.0

SOURCE: Clark, Coleman & Rupeiks, Inc. and Kalispell City-County Planning Department

Of the total land in the Planning Area 24.7 percent is located in the flood plain, 15.6 percent has steep slopes, 4.4 percent has other factors affecting development and 8.2 percent is suitable for development.

Condition of Structures

An exterior condition survey of all structures in the Planning Area was conducted in the fall of 1967. The survey ratings ran from "good" for a new and well-maintained building to "poor" for a building that was dilapidated and which would be better razed than rehabilitated. This survey compared each structure with all others in the Planning Area.

Of the total structures rated, residential structures accounted for 88.5 percent, commercial structures for 7.8 percent, industrial buildings for 1.5 percent and public buildings for 2.2 percent. The results of the survey are given in Table III-5.

TABLE III-5

CONDITION OF STRUCTURES, PLANNING AREA: 1967
(In Percent)

	RESIDENTIAL	COMMERCIAL	INDUSTRIAL	PUB./SEMI-PUB.	TOTAL
GOOD	10.4	15.0	2.4	21.8	10.9
ABOVE AVERAGE	26.5	30.9	14.6	50.9	27.2
AVERAGE	41.9	40.8	29.3	18.2	41.1
BELOW AVERAGE	16.7	10.6	39.0	9.1	16.4
POOR	4.5	2.7	14.7	--	4.4
TOTAL	100.0	100.0	100.0	100.0	100.0
TOTAL STRUCTURES	4,685	414	82	110	5,291

SOURCE: Clark, Coleman & Rupeiks, Inc., Field Survey 1967.

Although deteriorated areas are scattered throughout the Planning Area, the largest concentration occurs inside the western part of the City and centered on the railroad tracks. Structures rated "below average" and "poor" are eligible for urban renewal assistance.

Land Use Forecasts

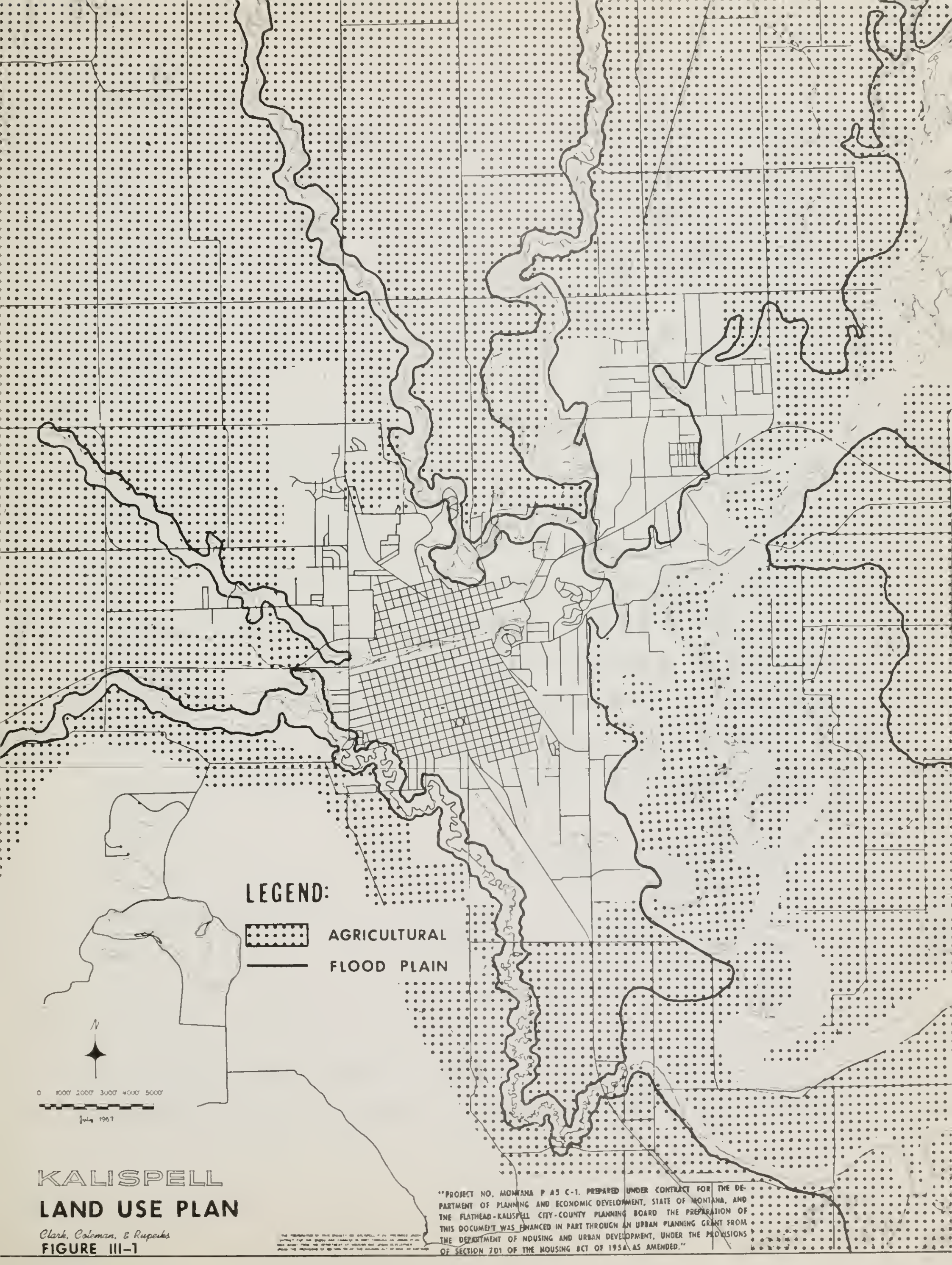
General

The forecasts made for the Planning Area will include all presently developed land and all land areas likely to be in use by the forecast year--1985.

The forecasts of population and economy discussed in Chapter II indicate the Planning Area can expect an increase of approximately 25 percent and 27 percent in employment and population respectively. The new residents expected will require land for their homes; the new employees in both commerce and industry will need additional space in which to work. An estimate of how much new land is needed for each function is made in the land use forecast. The Land Use Plan shown in Figures III-1, 2, 3, and 4 suggests the locations for required land. The added population, however, generates a demand for new public facilities as well as for residential land. The Community Facilities Element found in Chapter IV discusses these facilities.

Agricultural Land

As a part of the Community Goals, recommendations were made to control urban sprawl and protect agricultural areas by utilizing land not suited to agricultural use for urban expansion. Figure III-1 indicates the areas which are proposed for continued agricultural use. According to the "Soil Survey Upper Flathead Valley Area" and supplement entitled "Engineering Properties and Soil Interpretations For Use in Resource Planning and Development", these areas contain good agricultural soil or are areas that are not suited for development but are suited to grazing.



KALISPELL
LAND USE PLAN

Clark, Coleman, & Rupeiks

FIGURE III-1

"PROJECT NO. MONTANA P A5 C-1. PREPARED UNDER CONTRACT FOR THE DEPARTMENT OF PLANNING AND ECONOMIC DEVELOPMENT, STATE OF MONTANA, AND THE FLATHEAD-KALISPELL CITY-COUNTY PLANNING BOARD THE PREPARATION OF THIS DOCUMENT WAS FINANCED IN PART THROUGH AN URBAN PLANNING GRANT FROM THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT, UNDER THE PROVISIONS OF SECTION 701 OF THE HOUSING ACT OF 1954 AS AMENDED."

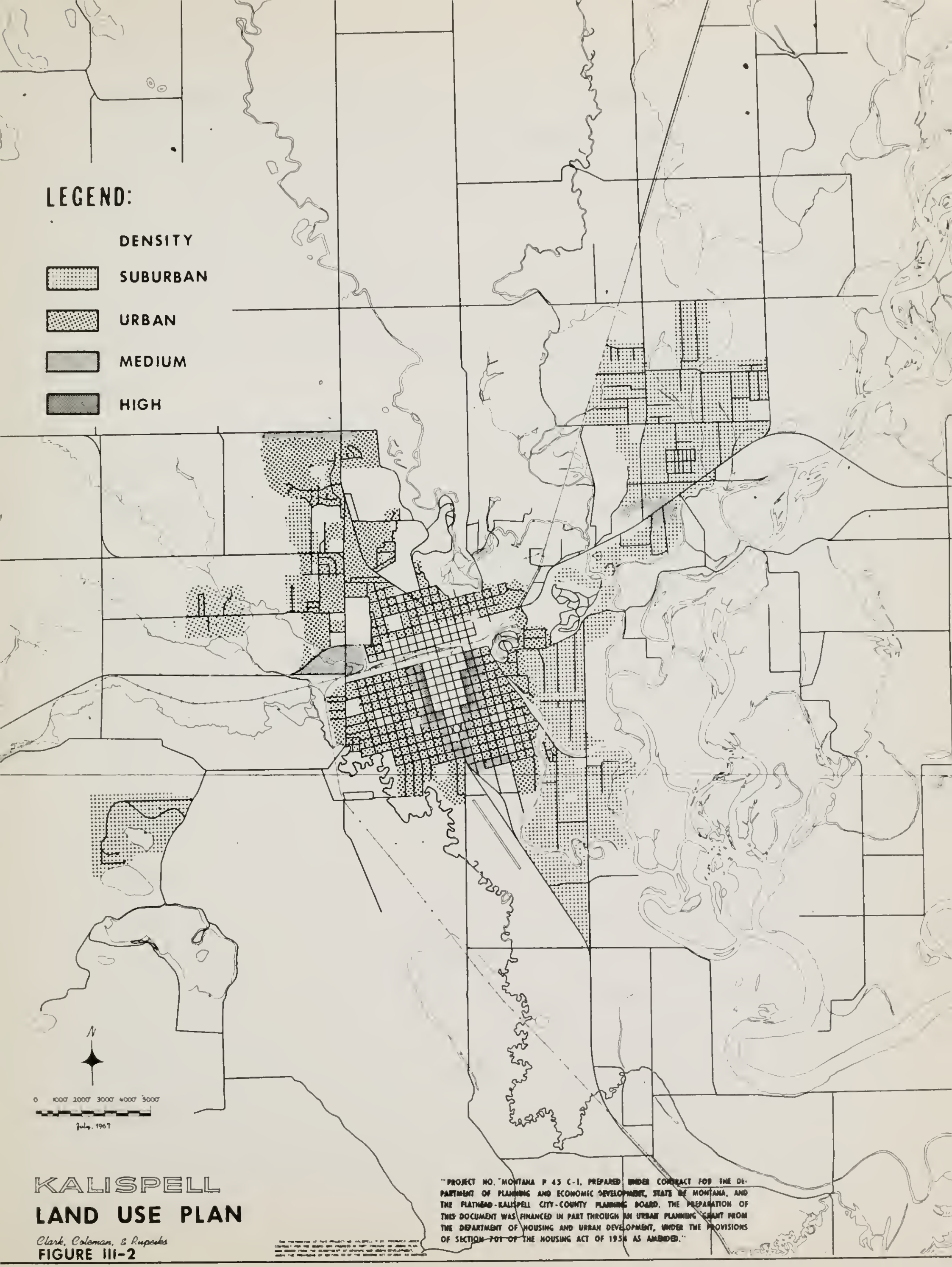
Residential Land

At the existing dwelling unit density, of approximately 5.3 dwelling units per acre, 2,687 acres will be required for residential use in the Planning Area. This is an increase of 1,591.3 acres. However, with the increase in urbanization, accompanied by the increased intensity of the use of land, the average density is expected to reach 6 dwelling units per acre. At a density of 6 dwelling units per acre 1,209 acres of new land will be required for residential growth. A total of 2,304.7 acres of land will be in residential use in 1985.

The number of persons per dwelling unit in the Planning Area has decreased to 2.7 which reflects the increase number of retired persons in the population. The number of persons per dwelling unit is expected to remain approximately the same during the forecast period, therefore 7,255 total dwelling units will be needed to house the anticipated population. This is an increase of 1,486 dwelling units. In addition, approximately 900 dwelling units will be required to be replaced assuming that the 1970 share of dwelling units over 40 years old is maintained. This then will require a total of 2,386 new dwelling units over the 15 year period.

Figure III-2 of the Land Use Plan shows the proposed residential development and densities. A high density residential belt, 20 - 40 dwelling units per acre, has been proposed on the east and west side of the C.B.D. This area is presently predominantly single family and has a density of 6.2 dwelling units per acre.

Medium density residential areas, 11-19 dwelling units per acre, have been proposed on Evergreen Drive, west of U.S. 93; along U.S. 2 and



KALISPELL
LAND USE PLAN

Clark, Coleman, & Rupeiks
FIGURE III-2

[illegible]

"PROJECT NO. "MONTANA P 45 C-1, PREPARED UNDER CONTRACT FOR THE DEPARTMENT OF PLANNING AND ECONOMIC DEVELOPMENT, STATE OF MONTANA, AND THE FLATHEAD-KALISPELL CITY-COUNTY PLANNING BOARD. THE PREPARATION OF THIS DOCUMENT WAS FINANCED IN PART THROUGH AN URBAN PLANNING GRANT FROM THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT, UNDER THE PROVISIONS OF SECTION 701 OF THE HOUSING ACT OF 1954 AS AMENDED."

LaSalle Road; at the periphery of the C.B.D.; along Main Street, south of the Courthouse and east along Thirteenth Street; along Meridian Road, south of U.S. 2 west and north of the proposed commercial area on U.S. 2 between Sixth Streets East and West.

The medium denisty residential, in most cases, acts as a buffer area between urban and suburban residential use and traffic arteries, neighborhood and general commercial, light industry and high density residential uses.

Urban density residential areas, 6-10 dwelling units per acre, include the remainder of the City of Kalispell and those areas adjacent to the City which are capable of annexation and development with municipal services.

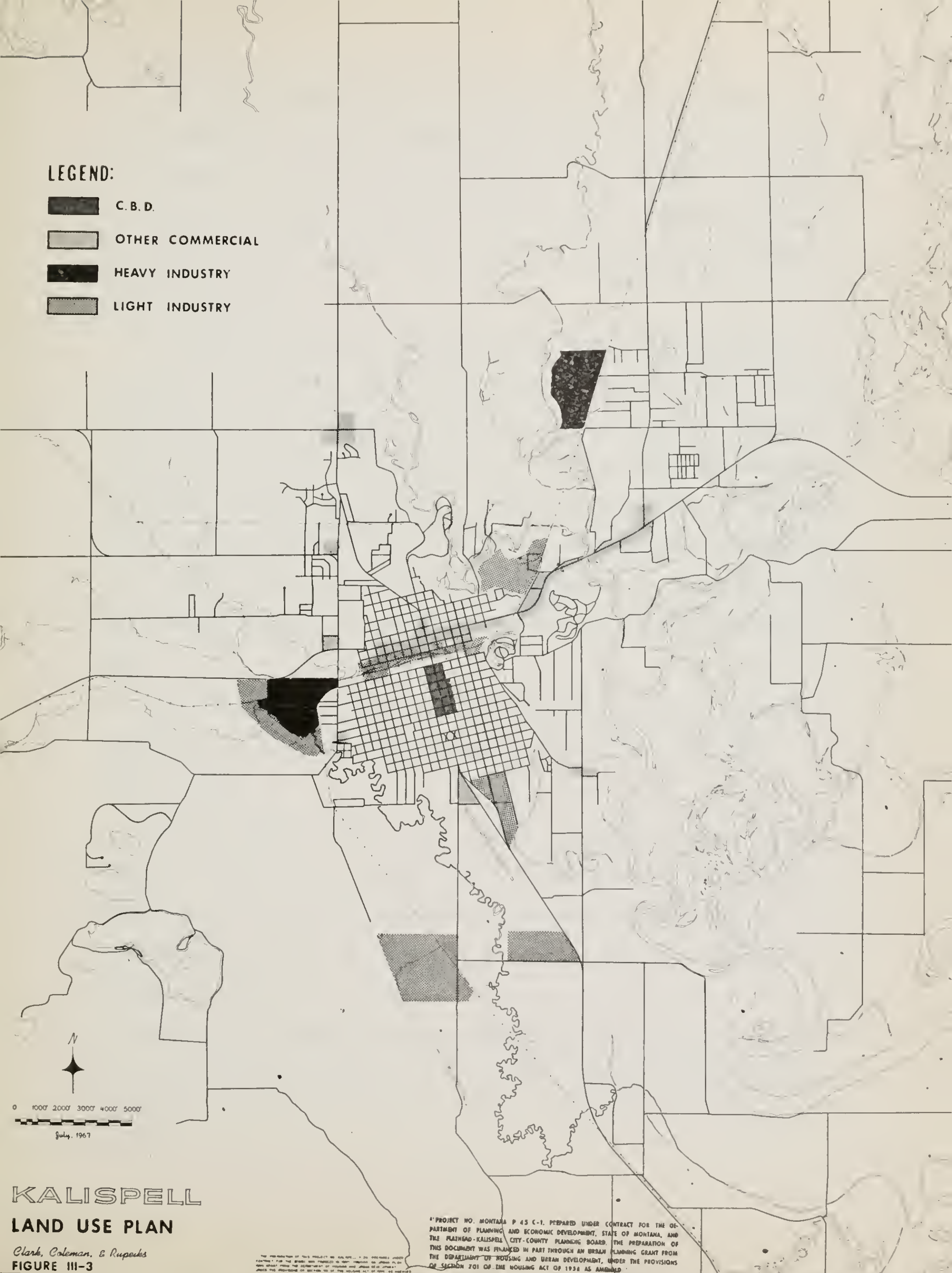
Suburban density residential areas, 1-5 dwelling units per acre, make up the remainder of area proposed for residential use.

Commercial Land

To determine 1985 requirements for non-residential land, the number of employees working in an industry was divided by the number of acres used by that industry. The resultant quotient is the employee density. The 1985 forecast is based upon the anticipated increase in employment and upon the assumption that employee densities will not change drastically during the forecast period. The land for commercial use is estimated to occupy 171 acres by 1985. This is an increase of 35 acres over 1967.

Figure III-3, indicates the placement of commercial land. Three types of commercial land are proposed: C.B.D., general and neighborhood. The figure indicates only two, C.B.D. and other commercial. Other commercial is divided into two types, general and neighborhood.

The C.B.D. is that area which contains the bulk of offices, businesses and professional services and pedestrian oriented retail outlets.



KALISPELL

LAND USE PLAN

Clark, Coleman, & Rupeiks

FIGURE III-3

[illegible]

"PROJECT NO. MONTANA P 45 C-1. PREPARED UNDER CONTRACT FOR THE DEPARTMENT OF PLANNING AND ECONOMIC DEVELOPMENT, STATE OF MONTANA, AND THE FLATHEAD-KALISPELL CITY-COUNTY PLANNING BOARD. THE PREPARATION OF THIS DOCUMENT WAS FINANCED IN PART THROUGH AN URBAN PLANNING GRANT FROM THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT, UNDER THE PROVISIONS OF SECTION 701 OF THE HOUSING ACT OF 1954 AS AMENDED.

The general commercial area, located along a main thoroughfare and also containing outlets which appeal to the entire population is intended for occupancy by highway oriented businesses, such as hotels and motels, restaurants and automotive sales. General commercial land is proposed along U.S. 2 both in the city limits and in the Evergreen area, and on North Main Street

Neighborhood commercial follows the outward spread of population, locating near customers and offering necessary items such as food, drugs and gasoline. The neighborhood commercial centers proposed, total 6 in number and are adjacent to community arterials to prevent residential disruption from generated traffic. These sites are located at the intersection of West Evergreen Drive and U.S. 93; Meridian Road and Three Mile Drive; Sixth Street West and Meridian Road; South Main Street and Airport Road; Woodland Avenue and Willow Glen Drive and U.S. 2 East and LaSalle Road.

The C.B.D. is expected to occupy approximately 30 acres, general commercial 116 acres and neighborhood commercial 25 acres in 1985.

Industrial Land

The same method is used in this Section to determine 1985 requirements for industrial land as was used to determine commercial land. The forecast based on increased employment and average employee density estimates that 611 acres of land will be used by industry in 1985, an increase of 204 acres over 1967.

Construction, manufacturing and wholesaling are expected to occupy 492 acres while transportation, communications and utilities will occupy 119 acres.

Figure III-3 indicates the location of industrial land. Light industrial sites have been located south of the city along the B.N.R.R. tracks and at four corners intersection; on the B.N. right-of-way, within the city; northeast and west of the city limits. Heavy industrial sites have been proposed in the Evergreen area and at the west city limits.

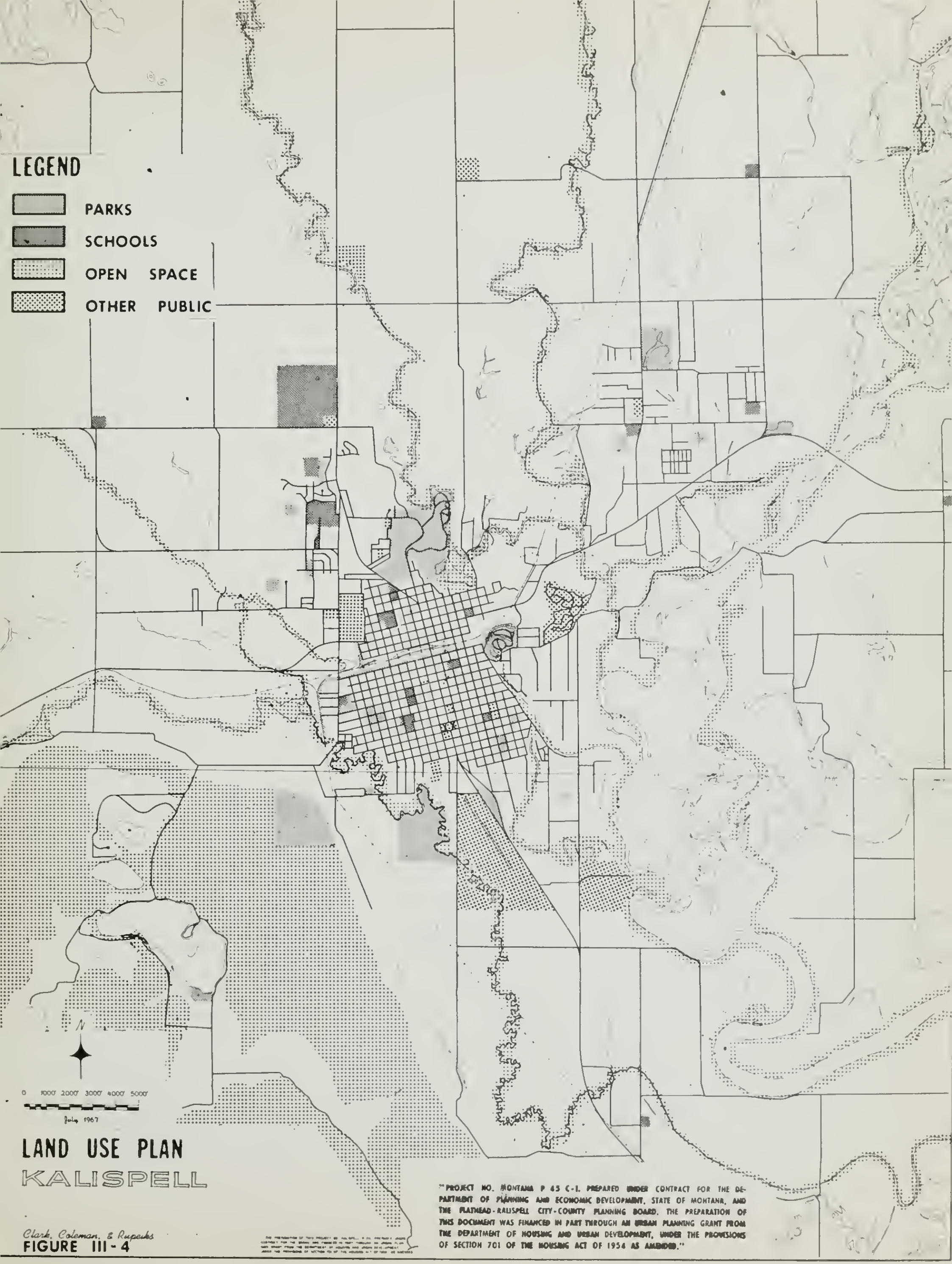
Schools, Parks and Other Public Land

Figure III-4 indicates the proposed location of schools, parks and open space in the Planning Area. Schools will occupy 270 acres of land; this is an increase of 190 acres. Parks, including neighborhood, community, regional, indoor recreation facilities and golf courses, are expected to occupy 610 acres, an increase of 253 acres. Public and quasi-public land is expected to increase 390 acres, for a total of 545 acres in 1985.

Figure III-4 indicates a large amount of land in the Planning Area proposed for open space, approximately 9,000 acres. This land is composed of slopes in excess of 25 percent and land adjacent to the Flathead, Whitefish and Stillwater Rivers, and Ashley and Spring Creeks. The largest block of land, in the excess slope category is located southwest of Kalispell. This land rises to a height of 700 feet above the City. Several species of trees exist in the area, Douglas Fir and Yellow Pine. These trees range in age from 70 - 150 years for the Douglas Fir and 200 - 300 years for the Yellow Pine. This site is visable from any point in the planning area, and should be maintained as open space.

Land adjacent to the streams in the Planning Area, constitutes the balance of open space land. An open space area approximately 150 - 200 feet wide should be maintained bordering the streams in the Study

Area to preserve the scenic and natural beauty that surrounds them. If this land is allowed to develop for residential, commercial or industrial use, access to the streams will be lost. These areas should be preserved in their natural state as active and passive recreation areas for the future.



LAND USE PLAN
KALISPELL

Clark, Coleman, & Rupeiks

FIGURE III-4

[illegible]

"PROJECT NO. MONTANA P 45 C-1. PREPARED UNDER CONTRACT FOR THE DEPARTMENT OF PLANNING AND ECONOMIC DEVELOPMENT, STATE OF MONTANA, AND THE FLATHEAD-KALISPELL CITY-COUNTY PLANNING BOARD. THE PREPARATION OF THIS DOCUMENT WAS FINANCED IN PART THROUGH AN URBAN PLANNING GRANT FROM THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT, UNDER THE PROVISIONS OF SECTION 701 OF THE HOUSING ACT OF 1954 AS AMENDED."

CHAPTER 4 COMMUNITY FACILITIES

Community Facilities are an important part of every community; they are an outward reflection of the "mind" of the populace served. Reflecting not only the ability of the public served to invest in the future but also the willingness to invest.

Community facilities are generally tax supported institutions and as such they render service based on their financial ability. Education, police and fire protection, libraries, government buildings, recreation and health care are all investments in the future of our children, our community, and our nation. Thus a "planned" investment should be made so that the profits far exceed the original investment.

Properly planned for these facilities will help to stimulate and direct growth by attracting otherwise uninterested development.

Figure IV-1 depicts existing and proposed facilities.

SCHOOLS

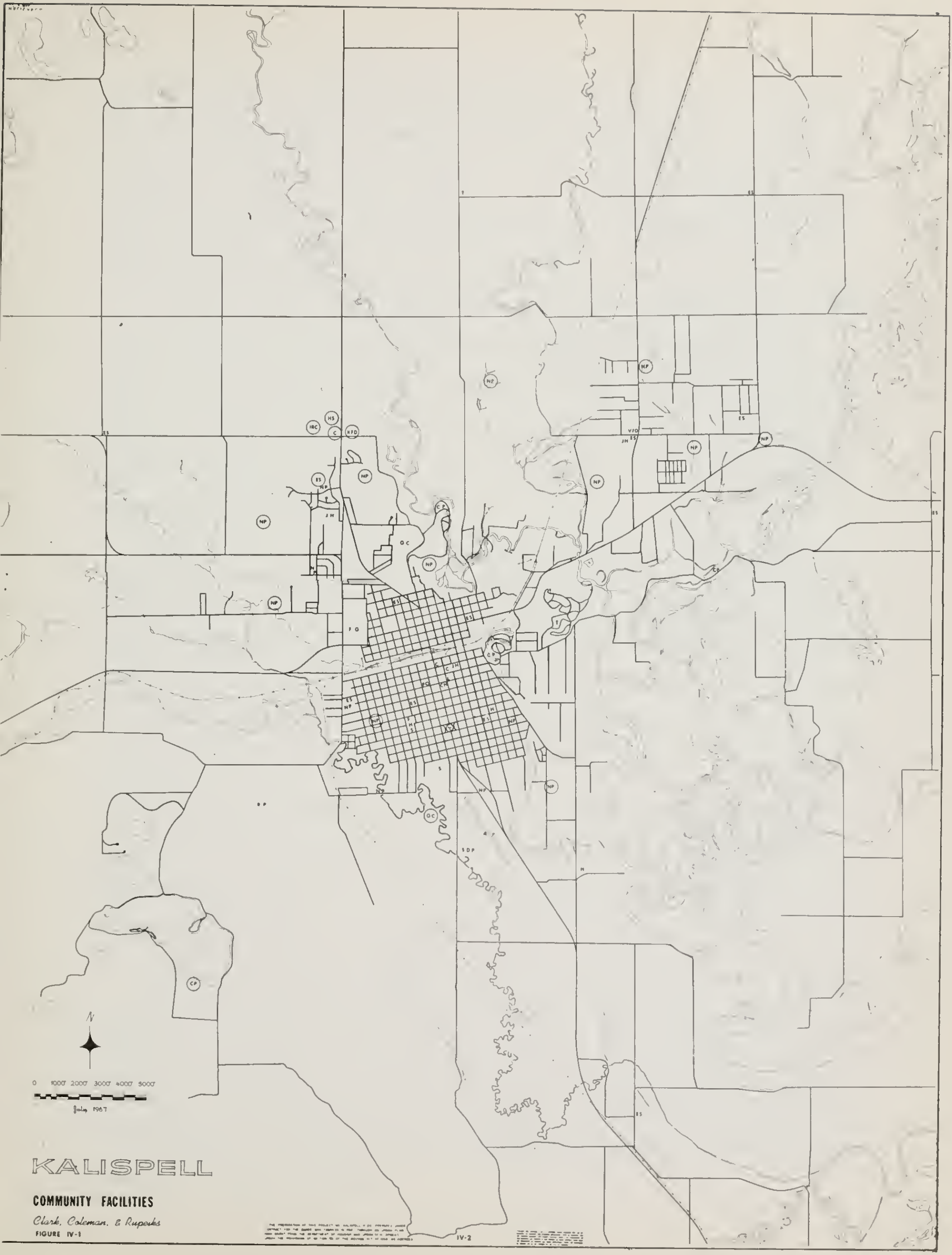
Within the planning area there are 7 school districts. Only one of which is completely within the planning area this is district #50, the Evergreen school system. Portions of districts 1, 3, 5, 14, 15, and 26 are also within the planning area. District #5 serves the city of Kalispell and the majority of the planning area as its service area goes beyond the planning area boundaries. Only relatively small areal portions of districts 1, 3, 14, 15, and 26 lie within the jurisdiction boundaries.

District #5 serves the city of Kalispell with 5 elementary schools having a total enrollment of 1574 students in grades 1 - 6 using 67 classrooms. The resulting classroom density is an average 23.6 as com-

COMMUNITY FACILITIES

SCHOOLS	
Elementary	E.S.
Junior High	J.H.
Senior High	H.S.
College	C.
PARKS	
Neighborhood	N.P.
Community	C.P.
Regional	R.P.
Indoor Recreation Center	I.R.C.
Golf Course	G.C.
FAIRGROUNDS	F.G.
STADIUM	S.
AIRPORT	A.P.
SEWAGE DISPOSAL PLANT	S.D.P.
CEMETARY	T.
CITY HALL	C.H.
COUNTY COURHOUSE	C.C.
POST OFFICE	P.O.
LIBRARY	L.
HOSPITAL	H.
KALISPELL FIRE DEPARTMENT	K.F.D.
VOLUNTEER FIRE DEPARTMENT	V.F.D.

Circled abbreviations indicate a proposed facility.



KALISPELL

COMMUNITY FACILITIES

Clark, Coleman, & Rupeiks

FIGURE IV-1

[illegible]

pared to a state recommended average density of 28, which varies between 26 and 30 depending upon grade level. Capacity enrollment in district #5 elementary schools is 1675 in grades 1 - 6. Present enrollment of 1574 is nearing capacity and the anticipated growth within the area indicates that an additional facility will soon be needed.

Kalispell Junior High School was completed and ready for use in 1969, but upon completion the new facility was unable to accomodate all the junior high students resulting in the utilization of Linderman School as part of the Junior High System. All of district #5's seventh graders attend Linderman School and all of the eighth and ninth graders attend Kalispell Junior High School.

Linderman Junior High has a capacity enrollment of 336 pupils in 12 classrooms. Kalispell Junior High has 39 teaching stations designed to accomodate 1150 students. Current enrollments are 249 at Linderman and 1056 at Kalispell Junior High for a combined enrollment of 1305. Combined capacity enrollment in the Junior High System is 1486.

Average student density per classroom at Linderman is 20.75, well below the state's recommended maximum of 30. At Kalispell Junior High School average classroom densities are higher, 27.07 as compared to the same maximum density figure of 30. Presently, neither Linderman nor Kalispell Junior High has any problem with overcrowding.

Flathead Senior High School, District #5's only Senior High, originally constructed in 1903 was completely renovated in 1969, accomodates all the 10th thru 12th graders. Current enrollment is 1464 with a capacity enrollment of 1600 students in 66 classrooms the resulting classroom density is 22.18 again well below the state recommended maximum of 30 students per classroom or teaching station.

As there are no current classroom deficiencies and all the schools are structurally good or average, except for Edgerton Elementary, only one serious deficiency presents itself. That particular deficiency pertains to inadequate site acreage. All of the district #5 schools except Kalispell Junior High School are below the site acreage standards as outlined by the Montana State Health Department. Deficiencies range from .40 acres at Peterson School to 20.50 acres at Flathead Senior High School. Combined Site Acre deficiencies for District #5 are 40.21 acres less than the current minimal standards as defined by the Montana State Health Department.

The rural schools within the Planning Area are in good or average condition. The only major deficiency, other than overcrowding in the Evergreen schools, is site acreage. Shortages range from 2 to 3 acres with only the Evergreen Schools meeting the minimum standards. The rural schools are deficient a total of 11 acres.

For an individual breakdown of the figures given see table IV-1. Characteristics of existing school facilities, Kalispell City-County Planning Area: 1971.

In the past eight years school enrollments have increased by 21.5% while census information reports only a 15.5% increase in total population and a declining family size from just over 3 to 2.7 for the rural areas and 2.3 for the City of Kalispell.

In 1970 - 1971 there was a total of 11,077 students enrolled in Flathead County Schools. Kalispell, district #5 accounted for 2361 students in grades 1 thru 8. Evergreen Schools, district #50, enrolled 658 students in grades 1 thru 8. West Valley, Fair-Mont-Egan, Demersville, Helena Flats and Batavia, school districts 1, 3, 14, 15, and 26 respectively

TABLE IV-1

CHARACTERISTICS OF EXISTING KALISPELL PLANNING AREA SCHOOLS: 1971

ELEMENTARY	Year Built Orig.	Year Built Improved	Grade	Class Rooms	Site Acreage	Structural Condition	Enrollment May, 1971	Capacity Enrollment	Deficiencie Site Acres Present	Deficiencie Site Acres Capaci
Peterson	1954		1-6	8	4.6	Good	167	200	.40	.4
Elrod	1951		1-6	19	2.0	Good	456	475	3.76	3.9
Hedges	1937		1-6	19	4.1	Average	462	475	2.52	2.6
Russell	1937	1969	1-6	15	3.9	Average/Good	346	375	1.56	1.8
Edgerton	1894	1956	1-6	6	2.2	Poor/Good	143	150	2.80	2.8
PRIVATE										
Trinity Lutheran	1956		1-8	5	3.0	Good	134	125	7.00	7.0
Seventh Day Adv.	1962		1-8	1	.5	Good	8	25	1.50	1.5
St. Matthews	1958		1-8	8	2.1	Average	186	200	7.90	7.9
RURAL										
Evergreen	1950		2-6	12	5.0	Average	571	300	2.71	0
East Evergreen	1957		1	3	5.0	Good	75	75	0	0
West Valley	1963		1-8	6	3.0	Good	107	150	2.00	2.0
Fair-Mont-Egan	1968		1-8	6	3.0	Good	79	150	2.00	2.0
Demersville	1900	1967	1-8	4	3.0	Good	69	100	2.00	2.0
Helena Flats	1900		1-8	4	2.0	Average	103	100	3.00	3.0
Batavia	1900	1961	1-3	4	3.0	Good	76	100	0	2.0
JUNIOR HIGH										
Linderman	1937		7	12	2.3	Average	249	336	7.70	8.0
Kalispell	1969		8-9	39	20.0	Good	1056	1150	0	0
SENIOR HIGH										
Flathead	1903	1969	10-12	66	8.0	Good/Complete Renovation	1464	1600	14.44	20.5

NOTE: Classroom Deficiencies, if any, are referred to in the body of this report.
SOURCE: Kalispell City-County Planning Department.

accounted for another 434 students in grades 1 thru 8. Total enrollment in grades 1 thru 8 in the Planning Area is 3,453 students or 31.2% of the total county enrollment is in grades 1 thru 8 in the Kalispell Planning Area.

Flathead County High School provides service to all areas of the county except for high schools in Columbia Falls, Big Fork, and Whitefish, and has an enrollment of 2,042 students in grades 9 thru 12 or 18.4% of the total county school enrollment.

Total school enrollment in grades 1 thru 12 in the planning area was 5,495 students or 49.6% of the total county enrollment.

Combined Parochial School enrollment in grades 1 thru 8 is 328 students or 3.9% of the total county enrollment. In the past six years enrollment has declined from 485 to the current figure. Currently one school is deficient in classroom space resulting in some crowding, and all three schools lack sufficient site acreage. Structurally all three schools are in good or average condition.

Flathead Senior High School has a capacity enrollment of 1600 students in grades 10 thru 12 with a current enrollment of 1464 students. Although the present facility is not overcrowded current population growth trends should be used as an indicator to avoid overcrowding. With projected population figures in mind a new High School site should be acquired on which a new facility can be built before overcrowding occurs.

Incorporated into any new facility of district #5 should be new administrative offices. Space vacated could then be turned over to the Flathead County Free Library. If a new elementary school is built in the West North area administrative offices would then be better situated to the new Junior High School. If a new high school is proposed offices could be incorporated into this facility.

If current growth rates and areal distributions continue in the same pattern as can presently be plotted then aquisition of a site and construction of an elementary facility will certainly be necessary in the West North area.

Evergreen School District #50, has 658 students in 15 classrooms. Current demands are for six new classrooms to be added to the East Evergreen site. Six classrooms will not satisfy the current needs. Investigation of classroom needs in relation to State Health Department pupil densities shows that a minimum of eight new classrooms should be made available now! Eight new classrooms could adequately handle present enrollments, however this is only a minimal requirement as it fulfills present needs without considering the growth potential in District #5.

Projected school enrollments and space deficiencies are shown in Table IV-2. Classroom needs are shown as a net difference either deficient or surplus in relation to projected enrollments and current standards of pupils per classroom. Surplus space of seven classrooms is shown for Flathead Senior High School due to the fact that ninth graders are counted as high school students yet they utilize space available at Kalispell Junior High School.

The use of two different facilities is deceptive and thus creates a false sense of adequacy. Deducting 518 ninth grade students from projected enrollments leaves 2112 students in Flathead High School. This would create a shortage of at least 5 classrooms and overcrowd the high school with 612 more students than the maximum allowable by state standards. An ideal situation would be to construct a second facility of at least equal capacity and maintain a balanced enrollment of from 1100 to 1300 students per high school.

TABLE IV-2

PUBLIC SCHOOL ENROLLMENT GRADES 1-8 IN THE PLANNING AREA: 1970 - 1985

DISTRICT	ENROLLMENT		CLASSROOMS		
	1970	1985	1970	1985	Net Difference
5	2,103	2,860	89	103	-14
50	646	851	15	31	-16
Remainder [a]	110	118	--	--	--
Grade 1-8 Sub-Total	2,859	3,829	104	134	-30
Flathead H. S.	2,042	2,630	95 [b]	88	+ 7
TOTAL	4,901	6,459	119	222	-23

[a] Remainder includes parts of Districts 1, 3, 14, 15, and 16.

[b] 29 rooms of Kalispell Junior High School utilized by 518 ninth graders which were counted as High School enrollees.

NOTE: District 16 is included as part of remainder in 1970 but included in District 5 in 1985. District 66, which is located outside of the P.A., will send about 26 students to District 5 schools in 1985.

SOURCE: Clark, Coleman & Rupeiks, Inc. and the Kalispell City-County Planning Department, June 1971.

Flathead Community College was established in 1967. The school's enrollment increased from 611 to 1394 between 1967 and 1970 with an increase in faculty of 9 full-time and 35 part-time. Projected enrollments for the years 1978 and 1988 are 1868 and 2332 students respectively. Respective faculty requirements will be 50 full-time and 35 part-time and 68 full-time and 40 part-time.

Presently the College is housed in four major buildings in and about Kalispell, they are the former Great Northern Depot, the former Elks Building, the former Central Junior High School, and the former County Shops. Although available facilities are adequate for now they will soon be filled to capacity making it necessary to have a new campus or other major facilities operationed by the fall of 1974. Should the option to build a new campus be selected the proposed site is the Southeast quarter of section thirty-six at the corner of the proposed extension of Evergreen Drive and Highway 93 north.

PARKS AND RECREATION

Both the City and Planning Area are above the recommended standard of one acre of park for each 100 persons. Not only is the area fortunate in having adequate land devoted to parks but it is located within an easy driving distance of Glacier National Park, The Big Mountain Ski Area, Whitefish Lake and Flathead Lake. The area is well known for the excellent hunting and fishing.

TABLE IV-3

EXISTING PARK AND RECREATION FACILITIES

NAME	ACRES	CONDITION
Woodland Park	37.0	Developed
Lawrence Park	10.0	Developed
Lions Park	6.0	Partial Developed
Griffin Park	2.1	Developed
Northridge Park	3.6	Undeveloped
Hawthorne Park	1.9	Undeveloped
No Name	1.0	Undeveloped
Legion Park	4.1	Developed
Kalispell Municipal Golf Course	120.0	Developed
CITY SUB-TOTAL	185.7	
Sunnyside Park	8.9	Undeveloped
Kiwanis Lane Park	18.1	Partial Developed
No Name	4.8	Undeveloped
Lone Tree State Park	140.0	Undeveloped
PLANNING AREA TOTAL	357.5	

Source: Clark, Coleman & Rupeiks, Inc.

Despite the Planning Area's recreational assets, a park with both playfield and playground apparatus is needed in the Evergreen area. Further, the expected size of the Kalispell area and its climatic conditions suggest the need for an indoor swimming pool. The eventual development of existing acreages should also be of top priority.

LIBRARY

Flathead County Free Library is located in Kalispell with branches in Columbia Falls, Evergreen, and Somers. In addition one bookmobile offers library services to the rural areas of the county. Library facilities for the Planning Area are the main library and the Evergreen Branch.

With one exception, Whitefish, Flathead County Free Library provides service to the entire county. Whitefish supports its own library through a separate tax district.

The main library is centrally located in Kalispell in what was the United States Post Office. The structure was originally erected in 1916 and remodeled in 1968 to house the present library facility. The first two stories of the building are being utilized to capacity by the library. The total floor space involved is 11,500 square feet. The third floor is maintained as offices for administrators of school district #5.

The Evergreen branch is housed in 1400 square feet of the Evergreen School and is operated both for the students and the general public.

Since moving to the newly remodeled structure service has increased 250% as compared to an annual average increase of 35% for similar operations. A staff of 8.3 persons is currently doing the work of 17.3 persons in libraries of comparable size.

Book stocks for Flathead Valley Community College are kept in the

main library and purchases made by the college or the library are not duplicated by the other. All purchases are counted as one inventory which is available to everyone. To date book stocks consist of 86,974 volumes under 47,000 titles.

Limited audio-visual equipment, pictures, photo copy equipment, and records and tapes are available to the public. No micro-form equipment or individual audio equipment is available, both of which are considered to be a part of a properly functioning modern library.

Space requirements based on the approximate population served in the Evergreen area indicate an immediate need for a facility of 5,000 or more square feet of floor space. As the Evergreen School System needs classroom space it could use that space to be vacated by the library if a more spacious facility could be provided elsewhere. Adequate space for the Evergreen Branch should be actively sought and secured with the idea of at least partially alleviating some of the overcrowding in the Evergreen Schools by providing better library facility.

The library has one bookmobile which services the rural areas of the county on a regularly scheduled basis. In following the established schedule the bookmobile makes a complete trip once every seven weeks. The maximum recommended service trip is four weeks and a desired schedule would complete the cycle once every two weeks. The Flathead County Free Library needs at least one more bookmobile so that a three and one-half week cycle could be established.

As existing floor space is being fully utilized at the main library the most pressing need is for more space. The space requirements for new equipment and inventories should be supplied by incorporation of the third floor into the existing facility, provided School District #5 could secure adequate space elsewhere.

FIRE PROTECTION

Fire protection services within the city limits of Kalispell are provided by the Kalispell Fire Department, while the remainder of the Planning Area receives fire protection services from the Evergreen Volunteer Fire Department, the West Valley Volunteer Department and from the County which keeps two trucks at the Courthouse in Kalispell.

Kalispell's Fire Department is housed in the City Hall which was constructed in 1903 and an addition built in 1950. The department's five vehicles and fifteen employees fill the station's 5,600 square feet of floor space to capacity.

The department's rolling stock consists of three trucks, a 1966 Van or stanby ambulance and a 1963 step-van or department utility truck. The 1000 GPM truck is of 1925 vintage while the two 750 GPM trucks are of 1950 vintage.

Kalispell Fire Department needs six men now in order to preserve its current rating, but within one year the department needs a new pumper, and a 75 foot areial truck both of which will require additional garage space. These needs were established by the Montana Fire Underwriters during the most recent rating survey. The fire protection rating will either be maintained or lowered depending on the City's ability to meet the updated requirements as outlined by the Underwriters. The present rating will drop from six to nine, nine is the lowest rating Kalispell can receive. If requirements could be met the rating might be lowered to a five as the department was only 525 deficiency points from that under the old six rating.

Insurance companies base their premium rates on the fire underwriters rating schedule. Thus costs of maintaining the current rating as opposed to

the increased insurance premiums would only be one third as much. Using a $15,000 home as an example a five mill levy would increase the home owners taxes $9. Five mills would raise the $50,000 necessary for additional man-power. The insurance premium on a $15,000 home under the current rating is $68.80 per year whereas a nine rating would increase the home owner's premium by $28.80 to $97.60 per year.

Premium rates for non-residential property are based on an evaluation per $100 of plant and inventory. Some of the commercial uses within the City would pay a premium of as high as 94¢ per $100. There are some non-residential properties presently insured that would be classed uninsurable under a nine rating.

Comparative costs suggest that it would be more economical to maintain the rating now rather than pay an increased premium for a few years and then pay an inflated cost for the same needs.

Water supply and gpm (gallons per minute) are among the top 5 in the state, in fact the water situation has helped to maintain the six rating.

At present 2 men answer fire and unknown smoke calls. The rating Bureau requires a minimum of 4.

A new areial ladder truck is needed in order to protect such structures as Kalispell General Hospital, Big Sky Manor, Valley View Apartments, and any other multi-story structure. Present equipment would be completely useless to a major blaze at either Kalispell General or Big Sky Manor! Areial equipment in the form of ladders is presently used and requires 5 men for manual operation, which means that every time a fire call is answered the truck is short 3 trained men absolutely necessary to the operation of present equipment.

The present 1950 vintage pumpers are in good shape and will continue to do an adequate job, but it is necessary to add an additional pumper to maintain protection standards throughout the increased area of the city. It will also make available equipment for standby in case of second calls or simultaneous fires.

Storage area could be provided at the present location by expanding the facility in the direction of First Avenue East, this would also allow for expanded police facilities as it could be done to the advantage of both departments.

Since 1954 fire department manpower has increased in total size by 1. In the same length of time the city has made numerous annexations and has grown from a 1950 population of 9,737 to 10,526 in 1970. The Planning Area population has increased from an approximate population of 13,320 in 1960 to 15,431 which is not a problem of immediate concern to the city fire department except that they have a mutual-aid agreement with the Evergreen Volunteer Fire Department and this agreement should be maintained in the interest of public safety.

The Evergreen Volunteer Fire Department is made up of 27 men, with a maximum quota of 28. When rated by the rating Bureau it takes four volunteers to receive as many credits as one full time paid fireman.

The present rating of the Evergreen V.F.D. is 7 which compares more than favorably with the rating presently held by Kalispell, under threat of reduced status.

The addition of a new 1000 gpm pumper truck will raise the rating at Evergreen to 6 and will help Kalispell's rating because of mutual-aid agreements between the two departments.

Present equipment is housed in a recently constructed building which is in good condition, with more than adequate vehicle storage space. Equipment consists of four trucks; a tanker, a 750 gpm pumper, a combination utility-equipment truck, and a combination tanker-pumper which is to be disposed of in favor of a new 1,000 gpm pumper which will increase the ratings by increasing credits to the department.

Future plans do not call for any major changes in organization or operation. No full time staff is anticipated because the area is not incorporated thus it cannot afford full time men, and the general attitude is that the present system is more than satisfactory.

The county fire department consists of a pumper and a tanker, and is operated by the Sheriff's department as a standby auxillary unit.

West Valley Volunteer Fire Department is located northwest of Kalispell in a new station house that was completed in 1969. Twenty-two volunteers man the department which has one 360 gpm combination tanker-pumper truck. A second 340 gpm tanker-pumper has been purchased with delivery expected early in the fall of 1971.

Running times are well within accepted standards and except for staff and equipment the departments have good ratings. Ratings should be maintained and even improved to keep pace with expected growth and development. An immediate need is the increased staff and within the next year a new or increased station to house two new trucks for the city of Kalispell and a new 1000 gpm pumper for the Evergreen V.F.D.

On long range basis a new facility should be investigated for the north area with special thought given to the possible college campus expansion or building program on state property north of the Kalispell city limits.

If Flathead Valley Community College moves to the proposed site at U.S. 93 and Evergreen Drive a new station and training facility could be constructed in conjunction with the college. This functional center could if properly administered become a regional training center versed in all aspects of municipal and rural fire protection.

Also to be considered is the possible future development of commercial and residential areas at the intersection of West Reserve and the Old Whitefish Road.

A combined fire district consisting of the jurisdictional area could offer better service on a more efficient basis encouraging more growth and development.

POLICE DEPARTMENT

The Kalispell City Police Department consists of a staff of twelve men and six women. The twelve men includes the Chief of Police and one plainclothes officer. The Chief of Police is only able to tend to administrative matters and the plainclothesman handles investigation leaving ten men to do patrol duties seven days a week.

Five of the women are employed in the office while one is employed as a meter maid.

Equipment consists of three prowl cars and a meter maid scooter. In 967 a new console radio base station was installed at headquarters, and at the present time only three of the available six channels are being used.

Police department headquarters are located in the city hall, detention cells are also located here in conjunction with the station; they are in very poor condition and have only 250 square feet per cell.

Need has recently been expressed for additional men and equipment. Current allotment procedures allow a maximum force of 14 men and applicants

for the two positions open are being solicited. Actual needs are higher, four men should be added to do duty as patrolmen and one man to do investigation as a plainclothesman. Additional equipment required for the increased staff would be one patrol car, bringing the total to four patrol cars in service.

A combined city police and county Sheriff's Office would eliminate needless duplication in the areas of facilities for detention, radio equipment and paper work. The end result of a consolidation of this type would be a more efficient and economical law enforcement agency.

Consolidation of duties involving law enforcement by patroling officers and deputies is not recommended.

WATER

Water for the City of Kalispell is supplied by a publicly owned system of wells and a natural spring and with all facilities in operation the pumping capacity of the system is 600,000 gallons per hour. Chlorine treated water is stored in a 100,000 gallon elevated tank and in two reserviors with a combined capacity of 4,400,000 gallons bringing total storage capacity to 4,500,000 gallons.

As of December 1970 there were 22,399 feet of transmission mains, 20 inches to 12 inches in diameter, and 219,171 feet of distribution mains ranging up to 12 inches in diameter.

In 1961 there were 3,760 meters with an average daily consumption of 1,830,000 gallons. In 1970 there were 4,085 meters, an increase of 325 or 8.64%. The average daily per capita consumption in 1970 was 168 gallons only slightly over the national average of 150 gallons.

SEWER

The existing sewer system for Kalispell is a combined sanitary-storm system which was built in 1940 and improved in 1959 to accomodate a capacity population of 18,000. This system utilizes sludge digestion tanks in treating the sewage. The plant's normal treatment capacity of 2,750,000 gallons a day has occasionally been reached although the average daily flow is 2,250,000 gallons. During severe weather conditions an emergency capacity of 5,000,000 gallons has been handled. It has been recommended that the system's capacity be increased by the construction of a secondary treatment plant.

Currently under consideration is a comprehensive water and sewer study. The results of such a study would provide an invaluable tool to guide and promote growth within the city and the area. If properly done the study will give detailed information on the most economical and efficient system that can be developed for the city and area.

Evergreen Water District began operation in August of 1968 with a storage capacity of 100,000 gallons in an elevated tank and a pumping capacity of 300,000 gallons per day from a single well. To date existing mains, ranging in size from 6 to 14 inches, total 110,945 linear feet.

Average daily consumption has been 166,667 gallons as recorded on 400 meters or approximately 154 gallons per capita per day.

Hookups and installation are privately contracted and have been averaging 100 a year. In order that the operation be considered a success the number of hookups per year must be increased.

In anticipation of new hookups increasing in relation to current and projected population of the Evergreen Area plans for a second well and increased storage and pumping capacities should be formulated

REFUSE DISPOSAL

Refuse disposal is handled by the city using two of three trucks on a full time basis. Refuse is currently hauled to the city's own sanitary land fill, soon to be abandoned in favor of the Flathead County sanitary land fill.

CITY HALL

The Kalispell City Hall, built in 1903, was rated in below average condition, both structurally and functionally. The total floor area of the two-story building is about 9,500 square feet. Over half of the space, or 5,600 square feet, are occupied by the Fire Department. The Police Department uses 1,425 square feet and the remainder is occupied by the jail cells, judges chambers and council chambers.

The water office, which is located next to the City Hall, houses additional functions and offices which are generally located in the City Hall. The brick structure, built in 1927, is considered to be in above average condition, both structurally and functionally. The one-story structure has a total of 2,700 square feet of floor space. The Water Department with its eleven employees occupies most of the building. Other offices located here are those of the Mayor, City Treasurer and City Engineer.

As the City grows and its administrative functions increase in number and complexity, the City will most likely need a new City Hall which can adequately house all of the City's offices.

COUNTY COURTHOUSE

Constructed in 1905 of quarry stone and brick, the three-story courthouse has a total of about 12,000 square feet of floor space. The structura

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Constructed in 1905 of quarry stone and brick, the three-story courthouse has a total of about 12,000 square feet of floor space. The structura

condition of the building was rated "good" although it was rated "poor" functionally.

Annexes have been constructed on the grounds next to the courthouse. These buildings house the County Commissioners' offices and the office of the County Superintendent of Schools.

The main building houses all other offices except that of the Sheriff which is located in a separate building behind the courthouse.

The condition of both the city hall and the county courthouse plus the space requirements of the various offices housed in these buildings suggests that consideration of a combined city county public safety building is in order.

POST OFFICE

The one-story brick and concrete block post office building was built in 1965. The modern structure is in good condition and houses its 54 employees in 13,900 square feet of floor space. Adequate off-street parking for both employees and patrons is provided.

AIRPORT AND GOLF ASSOCIATIONS

Although not generally considered to be a community facility the City of Kalispell Airport warrants mention. The airport is operated by an association which leases the airport property from the City. Kalispell Municipal Golf Course has a similar arrangement.

HOSPITAL

Kalispell General Hospital was originally built in 1912 with major additions or improvements made in 1947 and 1963. It is a three story brick structure considered to be in good condition.

Currently there are 84 beds and a staff of 240 people.

Facilities for the care and treatment of patients are considered to be outdated and modern facilities are not readily adaptable to the existing structure.

Future plans of an immediate nature call for a 100 bed nursing home with 24 hour care as recommended by the Montana State Health Department. Definite plans for a facility of this type have not been formulated, only the needs have been outlined.

General plans for medical care will be centered around a totally modern hospital facility and health center complex to service the entire Northwest Region of Montana.

Hospital administrators feel that these needs are "immediate" but that the financial abilities of the area tend to postpone development until some future date.

Flathead County Hospital is located southeast of Kalispell on the County Hospital Road. Use of this facility is primarily devoted to nursing home care.

The nursing home employs forty persons. There are fifty-one nursing home beds and fourteen extended care (medicare) beds for a total of sixty-five beds.

No major improvements or additions have been made to the stucco building which was constructed in 1953. Present plans do not call for any major improvements or expansion programs.

A need has been expressed for more and larger rooms with attached bath and toilet facilities.

Other public facilities provided in Kalispell are the Fairgrounds, National Guard Armory and U.S. Forest Service Building. All of these

facilities are in good condition and add considerably to the services provided for the community's citizens.

CIRCULATION SYSTEM

THOROUGHFARES

The streets and roads of a community should be coordinated to form a system that not only provides for efficient internal circulation but also facilitates through traffic. Since streets have two basic functions, of moving traffic and of providing access to abutting land uses, each street should be classified and designed for the specific function or combination of functions that it is to serve. A functional classification can form a basis for planning, design, construction, maintenance and operation of the street system. Street classification can also serve as a basis for an equitable and practical method of allocating responsibility for street and road construction expenditures.

Major or primary arterials should be designed mainly to move traffic although they must also provide access to abutting property, lesser extent. These arterials provide for movement across and between sub-parts of the region, and serve both through and local trips.

At a lower level of classification, secondary arterials provide for movement within the large sub-parts prescribed by major arterials. They must allow much more direct access to the land than do the major arterials. Small traffic generators, including the high school, strip commercial developments and similar uses require this type of street. The collector system provides for movement within smaller areas or neighborhoods, which in most cases are bounded by higher level arterials. These streets serve a high proportion of local traffic requiring direct access to abutting land uses. Collector service is required for the majority of non-residential land uses generating measurably important traffic volumes but which are not served by arterials. Local access

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

streets provide direct access to residential, industrial, commercial and other abutting land uses. Table IV-4 gives suggested standard thoroughfare design dimensions.

TABLE IV-4

THOROUGHFARE STANDARDS

Classification	No. of Lanes	Paved Width	R.O.W. Width
Primary Arterial	4-6	48'-64'	80' min.
Secondary Arterial	2-4[a]	44'	60' min.
Collector Street	2-4[a]	44'	60' min.

[a] Parking Optional

The existing Planning Area circulation system is formed mainly by the two U. S. highways which intersect in Kalispell and by a network of roads which generally run along section lines. The Whitefish, Stillwater and Flathead rivers have acted as barriers to the completion of the system. A major deficiency is the lack of an east-west link between the Evergreen area and the northwest portion of Kalispell.

The major streets presently serving the Planning Area outside of the city limits are Three Mile Drive, LaSalle Road and U.S. Highways 93 and 2 which are renamed Main Street and Idaho Street respectively, within the City. Other major streets within the City are: First, Third and Fourth Avenues East, First and Fifth Avenues West, and Sixth and Seventh Streets.

The greatest barrier to a free-flowing circulation system in the City is the Great Northern Railroad tracks which divide the City into northern and southern halves. At-grade railroad crossings, with minimal controls are located at Fifth Avenue West, Main Street, Third Avenue East and Fourth Avenue East.

Third and Fourth Avenues East form a one-way couplet which improves access to the Central Junior High as well as relieves some of the traffic on Main Street (the south leg of U.S. Highway 93) and U. S. Highway 2 the routes which have reported the highest traffic volumes.

Sixth and Seventh Streets West also form a couplet which improves access to the Flathead County High School from Main Street.

Another impediment to free flowing traffic is the County Courthouse which is situated directly in the path of Main Street. The landscaped median north of the Courthouse and the Courthouse itself, provide an attractive visual break as one proceeds down the four-lane Main Street. However, since all through, as well as internal traffic must use the Main Street route which not only curves sharply around the Courthouse but allows parking on both sides and a median strip, the heavy traffic has proven this dangerous as well as inconvenient. A by-pass route could relieve much of the traffic, especially the truck traffic. A further increase in capacity would be achieved if the on-street parking is removed. Off-street parking could be provided in nearby blocks whose amenities for single-family residential areas are diminishing.

Existing rights-of-way range from 40 feet on County Road in the northwestern part of the City to 160 feet on U.S. Highway 93. The majority of the older streets in the City have a 66 foot right-of-way. The right-of-way on Main Street is 90 feet while those on First Avenues East and West are both 80 feet. Idaho Street, which is U.S. Highway 2 inside the City limits, is the only major arterial whose right-of-way is below design standards. Idaho Street right-of-way is only 74 feet.

PRIMARY ARTERIALS

Primary arterials within the planning area are U.S. Highway 93, U.S. Highway 2 and LaSalle Road. A proposed truck by-pass route on the east side will add another primary arterial to the system. The truck route should make use of existing right-of-ways where possible. By upgrading Willow Glen Drive from the Four Corners Junction to the Holt Stage Road existing right-of-way can be utilized. New right-of-way would be required for the section of arterial to connect Willow Glen with LaSalle Road at its junction with U.S. Highway 2. As a primary arterial the proposed truck route by-pass would improve traffic circulation in the Central Business District by relieving congestion created by through truck movements. As an arterial this route would also facilitate local and through traffic movements and greatly enhance the total circulation system.

SECONDARY ARTERIALS

Secondary arterials involve the greatest improvement and change in the present circulation system. The changes and additions proposed are necessary to a smooth free flowing circulation system.

A major addition to the secondary arterial system is the aquisition and construction of a final link in a belt system for the urban area. The belt loop would start at the Four Corners Junction and follow the existing County right-of-way west to a point just west of the Burlington Northern Railroad right-of-way. From the crossing just described the proposed route would follow the B.N. R.O.W. north to Meridian road at which point it would swing west around the proposed industrial area crossing U.S. Highway 2 where it would follow section lines north to West Reserve Drive using existing R.O.W.'s where possible.

To be utilized as the northern link in the belt loop, Reserve Drive should become, in name and standard, a secondary arterial east and west crossing U.S. Highway 93 to LaSalle Road.

LaSalle Road, a primary arterial, in conjunction with the proposed truck route by-pass would then serve as the north-south link on the east side, completing the belt route.

Evergreen Drive should be extended west from the point where it crosses the Whitefish River, across the Stillwater to a junction with U.S. Highway 93. This extension would provide a secondary arterial from the Flathead River to U.S. Highway 93 and provide direct access to the West North Area of Kalispell, from the Evergreen Area. An arterial so located would also provide more direct access to Flathead Valley Community College if and when it locates at the northwest corner of the intersection of Evergreen Drive and U.S. Highway 2. The proposed extension would also offer access east and west that would stimulate commercial development at the same intersection. Extension would also provide good east-west movement for emergency vehicles which may be located at or near the intersection in conjunction with college or commercial development.

Three Mile Drive from its point of intersection with the proposed belt road should be maintained as an arterial and an extension of Three Mile Drive east of Meridian Road utilizing West Colorado Street to U.S. Highway 93 is proposed and should be undertaken as secondary arterial improvement.

Sixth Street from Woodland Avenue to Meridian Road should also be upgraded and maintained as a secondary arterial. The present one-way couplet made up of Sixth Street from First Avenue East to Fifth Avenue

West and Seventh Street from First Avenue East to Fourth Avenue West will be discontinued in favor of the economics of maintenance and service offered by a secondary arterial.

The Old Whitefish Road will continue as it has in the past, to offer service as a secondary arterial.

Second Street from Meridian Road on the west to Conrad Drive, and that portion of Conrad Drive from Woodland Park Drive on the East to Second Street should be maintained as a secondary arterial. Second Street will then provide good access to the proposed truck route while continuing to provide service to the Day's Acres.

COLLECTORS

It is the function of the collector streets to route and direct traffic to and from minor streets, serving as access and egress routes for the arterial system.

Reserve Drive west of the proposed belt loop drive and east of LaSalle Road will continue as collectors. Evergreen Drive from U.S. Highway 93 across the belt loop drive to Three Mile Drive should also continue to function as a collector.

Northridge Drive will continue to serve as a collector and should be extended to form a link between the proposed belt loop drive on the west and U.S. Highway 93 on the east.

Two Mile Drive should also be maintained as a collector.

The Conrad Drive - Holt Stage Road provides adequate service as a collector and under proper maintenance should continue to do so.

Within the city limits three east-west collectors are able to accomodate the residential traffic needs, as such California Street, Center Street, and Eleventh Street should continue and be maintained.

Sunnyside Drive also serves the southwest area of the city as a collector.

In the Evergreen area Helena Flats Road serves as a north-south collector between U.S. Highway 2 and East Reserve Drive.

Third and Fourth Avenues East provide a one way couplet and act as collectors. Both Third and Fourth should extend one-way traffic to U.S. Highway 2 whereas at present one-way traffic is allowed only between Second Street East and Twelfth Street East. One-way traffic should also be extended to an area south of Fourteenth Street East with Third and Fourth forming a "Y" junction in this same area.

First Avenue East and West should provide service as collectors from Idaho Street on the north to Eleventh Street at the south end. Extension of these streets to Idaho will require two additional at-grade railroad crossings and some additional R.O.W. aquisitions.

Fifth Avenue West from Sunnyside Drive to West Colorado Street should continue to serve as a collector, as should Meridean Road from the proposed belt loop road to U.S. Highway 93.

Included in the system as collectors are two unnamed county roads. Both roads are located west of Kalispell, one runs north and south from U.S. Highway 2 to Reserve Drive between sections 10 and 11 and 3 and 2 at T. 28 N., R. 22 W. and between sections 34 and 35 at T. 29 N., R. 22 W. The other road is a west lateral of the road just described. It is located at T. 28 N., R. 22 W. between sections 3 and 10.

Airport Road is the only collector which is presently scheduled for improvement. Improvements in the form of pavement will be made by the State Highway Department. A date for the start of construction has not yet been set.

Necessary improvement to the present system involves the installation of warning signals and better maintenance at all at-grade railroad crossings. The majority of the streets described in this section need better maintenance some of which may be the result of new paving materials and methods that are capable of withstanding weather stress.

It should also be pointed out that no additional one-way facilities are recommended; the complete system as proposed will provide quick smooth traffic flows without additional one-way development.

Woodland Avenue now acts as a collector street for the eastside, Greenacres, and the southeast portion of the Planning Area. Woodland Avenue should continue to offer service in its present capacity as a collector street.

STREET CLASSIFICATION

Primary Arterials

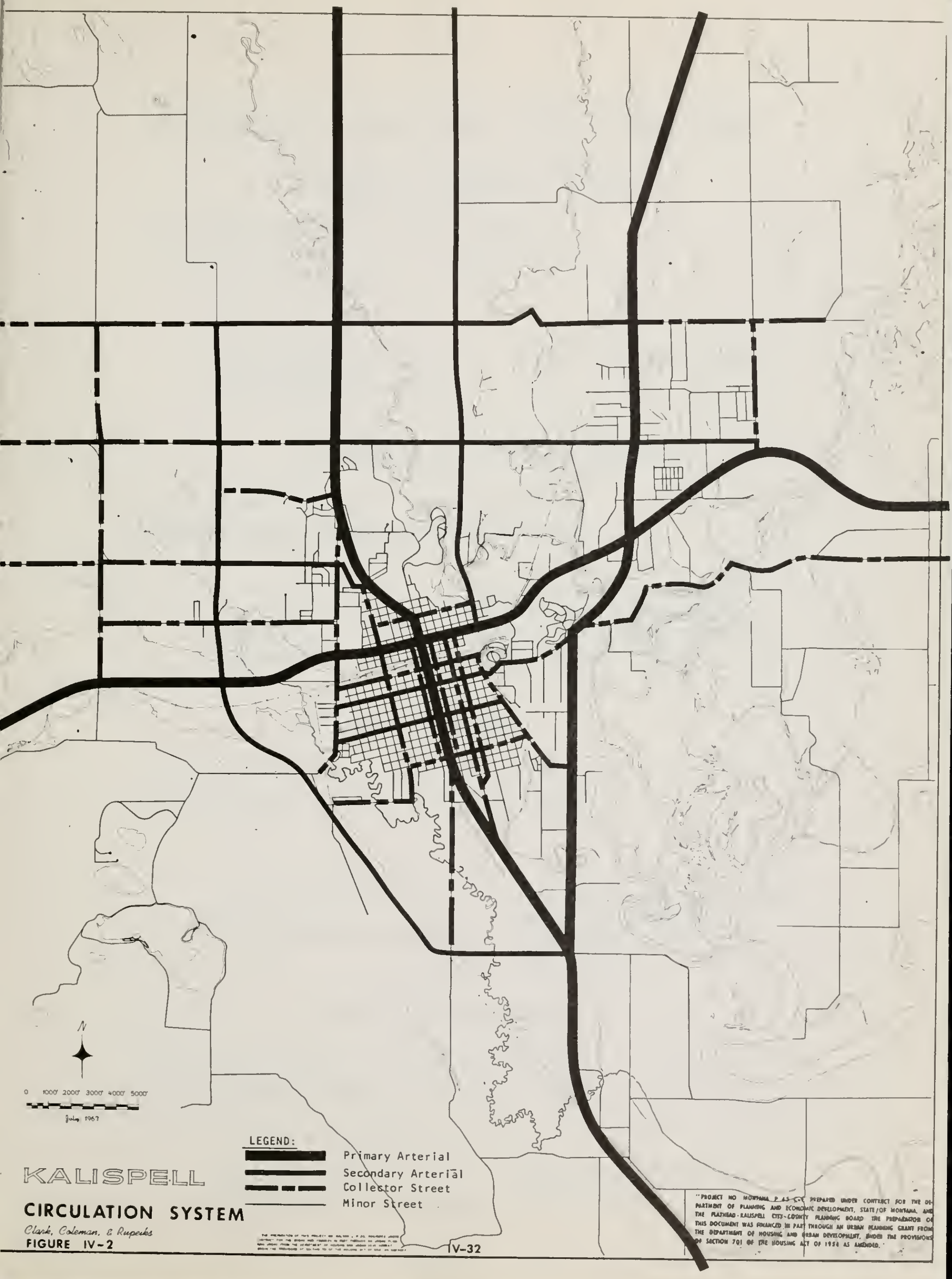
- U.S. Highway 93
- U.S. Highway 2
- LaSalle Road - Willow Glen Drive Truck Route

Secondary Arterials

- Reserve Drive belt loop link
- Evergreen Drive
- Three Mile Drive inside belt loop
- Colorado Street
- Second Street
- Sixth Street
- Old Whitefish Road
- South and West links of the new belt road

Collectors

- Reserve Drive
  - East of LaSalle Road
  - West of proposed belt loop road
- Evergreen Drive East of U.S. Highway 93
- Northridge Drive
- Three Mile Drive
- County Road at T. 28 N., R. 22 W. between sections 3 and 10
- Two Mile Drive



KALISPELL

CIRCULATION SYSTEM

Clark, Coleman, & Rupeiks

FIGURE IV-2

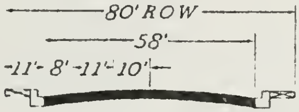
[illegible]

"PROJECT NO MONTANA P 45 S-E PREPARED UNDER CONTRACT FOR THE DEPARTMENT OF PLANNING AND ECONOMIC DEVELOPMENT, STATE OF MONTANA, AND THE FLATHEAD-KALISPELL CITY-COUNTY PLANNING BOARD. THE PREPARATION OF THIS DOCUMENT WAS FINANCED IN PART THROUGH AN URBAN PLANNING GRANT FROM THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT, UNDER THE PROVISIONS OF SECTION 701 OF THE HOUSING ACT OF 1954 AS AMENDED."

STREET DESIGN STANDARDS

Primary Arterial Streets

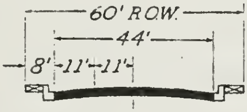
*New Construction in Future R.O.W. or
Reconstruction Within Available R.O.W.*



FOUR LANES WITH PARKING

Secondary Arterial Streets

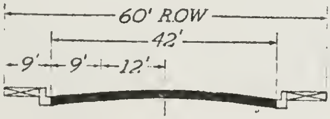
*New Construction in Future R.O.W. or
Reconstruction Within Available R.O.W.*



*FOUR LANES WITH NO PARKING
OR TWO LANES WITH PARKING
OR FOUR LANES WITH RESTRICTED
PARKING AT PEAK HOURS*

Collector Streets

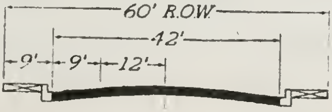
*New Construction in Future R.O.W. or
Reconstruction Within Available R.O.W.*



*COMMERCIAL-INDUSTRIAL TWO
LANES WITH PARKING
RESIDENTIAL: TWO LANES
WITH PARKING*

Local Access Streets

*New Construction in Future R.O.W. or
Reconstruction Within Available R.O.W.*



*RESIDENTIAL: TWO LANES
WITH PARKING*

California Street
Center Street
Eleventh Street
Sunnyside Drive
Conrad Drive / Holt Stage Road
Helena Flats Road
Woodland Avenue
Fourth Avenue East
Third Avenue East
First Avenue East
First Avenue West
Fifth Avenue West
Meridian Road
Airport Road
County Road at T. 28 and 29 N. between sections 10 and 11, 3 and 2, and 34 and 35 respectively

Figure IV-2 illustrates the circulation system as proposed.

VOLUMES

Average daily traffic volumes on streets and highways in the planning area have increased steadily since 1951. Idaho Street at the intersection of Meridian Road recorded an increase of 103% from 1951 to 1970. In the last ten years average daily traffic at this point has increased 52.48%.

Traffic immediately east of the intersection of Main Street and Idaho Street has in the ten year period 1961 - 1970 increased 125.02%.

Daily averages on U.S. Highway 2 at the east city limits have increased 112.21% since 1951. Between 1961 and 1968 traffic at this point increased 57.97% and then in 1969 decreased slightly recording an increase again in 1970.

Increased daily volumes recorded at the north city limits on U.S. Highway 93 were not as great as at other points in the system due mainly to lower population densities in the areas served and the availability of alternate routes. The increase recorded at this station is based on data available from 1968 to 1970 showing an increase of 34.24%.

On the other hand the greatest volume increase recorded was based on data from the station at the south city limits on U.S. Highway 93. The recorded increase from 1961 thru 1970 was 128.76%. Percentage increases of greater magnitudes were recorded on some rural roads in the area but the actual volumes were not comparable in numbers.

For a complete breakdown of available station information and location refer to table IV-5.

Development of a circulation system offering alternate routes of travel should be started now in order to accomodate the projected population needs. Based on population estimates for the year 1985 average daily traffic volumes will be up 95.13%, by starting now congestion can be avoided, the end result being little or no traffic circulation problems.

TABLE IV-5

AVERAGE DAILY TRAFFIC

Stations	1951	1961	1968	1969	1970
1.	2,542	3,384	4,887	4,908	5,160
2.		3,598		6,576	7,030
3.		6,524		12,144	14,680
4.	5,174	6,879	10,867	10,585	10,980
5.			5,911	7,971	7,935
6.	1,199	1,530	2,161	2,491	3,500
7.			4,467	4,612	6,320
8.			2,021	2,011	2,090
9.			237	261	520
10.			243	213	680
11.			2,871	3,511	3,820
12.			664	747	1,290

STATION LOCATIONS

#1. Immediately east of the intersection of Meridian Road and U.S. Highway 2.

#2. West city limits of Kalispell on U.S. Highway 2.

#3. Immediately east of the intersection of U.S. Highway 93 and U.S. Highway 2.

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

#4. East city limits of Kalispell on U.S. Highway 2.

#5. South city limit of Kalispell on U.S. Highway 93.

#6. North city limit of Kalispell on U.S. Highway 93.

#7. Immediately north of the intersection of LaSalle Road and U.S. Highway 2.

#8. Immediately south of U.S. Highway 2 on Meridian Road.

#9. South city limit of Kalispell on Meridian Road.

#10. On Airport Road just south of junction with U.S. Highway 93.

#11. On Meridian Road immediately north of intersection of same and U.S. Highway 2.

#12. On Meridian Road at West city limit of Kalispell.

Source: Montana State Highway Department and Kalispell City-County Planning Department

The development of a good system now will also be advantageous as a tool to guide future growth and development within an orderly framework of quick and efficient circulation.

Cost factors should also be carefully considered. Aquisition of right-of-ways will be less expensive if started now and improvements to existing system links can be accomplished at a much less inflated price.

Left to develop of its own accord any system arrived at will require expensive modifications and additions at the very time that it should be the most effective. To plan for and start a system now will prevent the wasted money spent on development and maintenance of right-of-ways that may have to be abandoned in favor of more efficient routes.

CHAPTER V

CENTRAL BUSINESS DISTRICT

Commercial Distribution

The Kalispell Planning Area contained about 156 acres of commercial uses. This included retail, wholesale, office, services and hotel and motel uses. Nearly 57 percent of this acreage is located within the city limits.

Table V-1 shows that the City contains only 54.2 percent of the retail and 46.7 percent of the wholesale land use in the Planning Area. The relatively high percentage outside the City is due in large to the strip development along Highway 2 east of Kalispell. Wholesale uses which require more space and easy truck access often find it to their advantage to locate near or outside the city limits.

TABLE V-1

COMMERCIAL LAND USE

	Kalispell		Planning Area		City Percent
	Acres	Percent	Acres	Percent	Of P.A.
Retail	50.4	57.1	93.0	59.7	54.2
Wholesale	6.4	7.3	13.7	8.7	46.7
Office & Service	23.0	26.1	29.0	18.6	79.3
Hotel & Motel	8.4	9.5	20.0	13.0	42.0
TOTAL	88.2	100.0	155.7	100.0	56.6

Source: Clark, Coleman & Rupeiks, Inc.

Retailing accounted for about 60 percent of the Planning Area's commercial acres and occupied 573,977 square feet of floor space in 1967. Nearly 88 percent of the retail floor area was in the city and 49 percent was in the C.B.D. Tables V-2, 3 and 4 show the retail floor area breakdown for the C.B.D., Kalispell and the Planning Area.

Within the C.B.D., primary and secondary retail uses occupy most of the 281,462 square feet devoted to retail. In the outlying city,

convenience outlets occupy the greatest percentage of the retail floor space, followed by secondary outlets. In the outlying Planning Area, secondary outlets use the largest percentage followed by convenience uses.

TABLE V-2

RETAIL FLOOR AREA, KALISPELL, MONTANA: 1967
(In sq. ft.)

	C.B.D.	Outlying City	Outlying P.A.	Planning Area
Primary	117,812	31,050	3,800	152,662
Secondary	126,450	94,100	45,090	265,640
Convenience	37,200	97,475	21,000	155,675
TOTAL	281,462	222,625	69,890	573,977

Source: Clark, Coleman & Rupeiks, Inc.

TABLE V-3

RETAIL FLOOR AREA, KALISPELL PLANNING AREA: 1967
(In percent)

	C.B.D.	Outlying City	Outlying P.A.	Planning Area
Primary	41.8	13.9	5.5	26.6
Secondary	44.9	42.3	64.5	46.3
Convenience	13.3	43.8	30.0	27.1
TOTAL	100.0	100.0	100.0	100.0

Source: Clark, Coleman & Rupeiks, Inc.

TABLE V-4

RETAIL FLOOR AREA RELATIONSHIPS, KALISPELL PLANNING AREA: 1967
(In percent)

	C.B.D. % City	C.B.D. % Total	Outlying P.A. % Total
Primary	79.1	77.2	2.5
Secondary	57.3	47.6	17.0
Convenience	27.6	23.9	13.5
TOTAL	55.8	49.0	12.2

Source: Clark, Coleman & Rupeiks, Inc.

Retail Questionnaire

In the fall of 1968 a questionnaire was distributed to 125 retail businessmen in the Kalispell Planning Area. This questionnaire was designed to determine the existing business level and the opinions of those who did business in the area.

The respondents, who represented about thirty percent of all retailers in the Planning Area, had spent an average of twelve years in their present locations. Five merchants considered their present location to be unsatisfactory. Of these, three indicated that they would relocate on the outskirts of the City.

Nearly 57 percent of the businesses sampled owned their premises. Those who rented paid an average of $355 a month or $1.18 per square foot annually. Twenty-five stores or nearly 68 percent of the sample reported that improvements had been made on their premises since 1960. In seven cases the improvements were made by the tenants. The average improvement cost $25,463, although those reported ranged from $500 to $2,000,000.

Only eight percent of the sample thought the business level "poor" while 48.6 percent thought it was "good" and 43.2 percent thought it was "satisfactory." The reasons given most often for the business level not being better were the size of the population, merchandising problems, taxes, level of income in the area and insufficient parking.

Over 70 percent of the respondents thought the downtown area was a good place for investment while ten businessmen thought it was not. The most commonly given factors which were thought to make the downtown a good place for investment were its compactness and steady growth while outlying shopping centers had not yet caught on in the areas.

Those who did not consider the downtown a good place for investment quoted insufficient parking, run-down buildings, high taxes, scarce land and the trend toward outlying shopping centers as reasons.

The businessmen thought the areas most in need of improvement were the sewers, parking, indoor recreation facilities, schools, and the condition of streets and sidewalks. Recommended improvements were increased parking, remodeling of buildings, the relocation of Highway 93 outside the City, the addition of convention facilities and eventually turning the downtown area into a pedestrian mall.

The annual sales per establishment were $274,434. Secondary goods outlets reported the greatest volume of business followed by convenience goods. Over $41 in sales were made for each square foot of gross retail floor area. This is only slightly below the $42 in sales made in the average northwest city for each square foot of floor space. Only the convenience goods sales per square foot were reported lower than that generally found. Each of the six employees in the average outlet was selling $42,638 worth of goods while occupying 1,032 square feet of space. Primary goods outlets reported the fewest employees and the lowest sales per employee. Secondary outlets had the highest sales volume per employee. Tables V-5 and 6 show the operational and retail characteristics of the retail area based on the questionnaire.

TABLE V-5

Sales Per Square Foot of Total Floor Area: 1967

Primary	$36.20
Secondary	43.44
Convenience	41.44
TOTAL	$41.32

Source: Clark, Coleman & Rupeiks, Inc., Retail Questionnaire

TABLE V-6

Retail Sales Characteristics: 1967

	Primary	Secondary	Convenience	Total
Annual sales/establishment	$141,806	$475,182	$214,125	$274,484
Sales/Sq. ft. gross floor area	$36.20	$43.44	$41.44	$41.32
Sales/employee	$31,784	$48,398	$42,825	$42,638
Employees/establishment	4.5	9.8	5.0	6.4
Gross floor area/employee (sq. ft.)	878	1,114	1,034	1,032

Source: Clark, Coleman & Rupeiks, Inc., Retail Questionnaire

C.B.D. Assessed Valuations

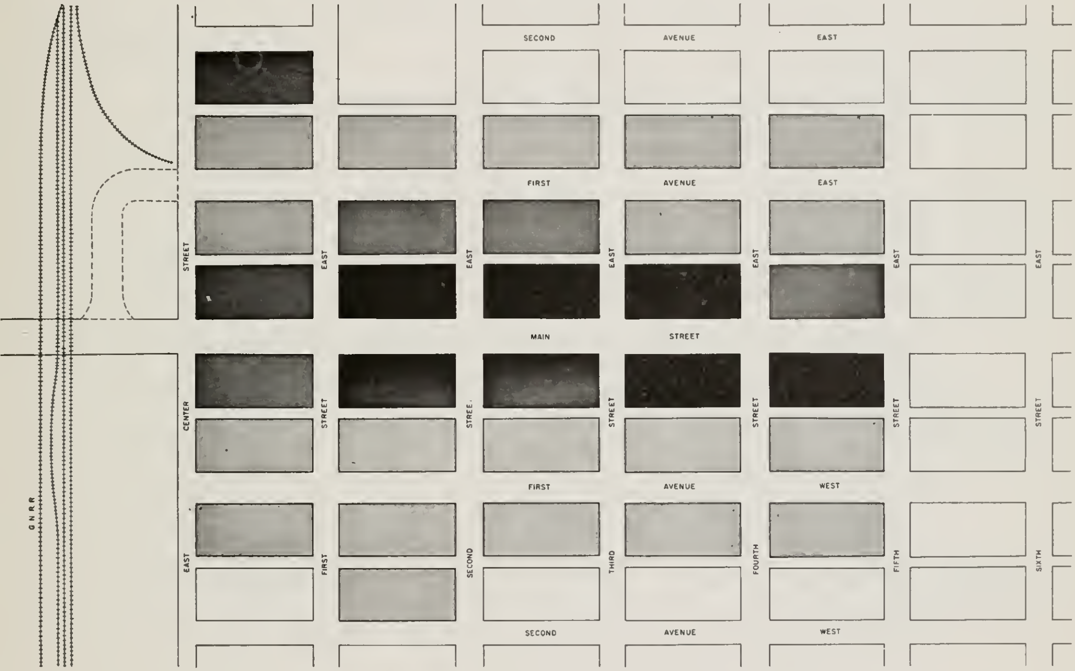
Between 1965 and 1966, the assessed valuation of the City of Kalispell rose by nearly $1,000,000 for a gain of approximately 3.3 percent.

Land

Figure V-1 illustrates by half block the various assessed valuations of land in downtown Kalispell. This information, together with the information on improvement values and ownerships, was derived from the County appraisers office. The appraisers office has estimated the fair market value for downtown Kalispell lots with the high value lots occurring on both sides of Main Street between Second and Fourth, and peaking out at over $20,000 for a 25 foot lot or over $40,000 for a 50 foot lot. The assessed value of land, which like other real estate in Montana is assessed at approximately 12 percent of fair market value, peaks out at 73 to 88 cents per square foot on these same Main Street block frontages. From the aforementioned high assessments, assessed values scale down to as low as three cents per square foot for some of the peripheral residential blocks. The vicinity of 100 percent or top value then would be on both sides of Main Street between Second Street and Fourth Street.

KALISPELL

ASSESSED C.B.D. LAND VALUES



Project No Montana P-30 Prepared under Contract for the Department of Planning and Economic Development, State of Montana, and the Flathead Kalispell City County Planning Board. The preparation of this map was financed in part through the Urban Planning Grant from the Department of Housing and Urban Development, under the provisions of Section 701 of the Housing Act of 1954, as amended.

LEGEND:

CENTS PER SQUARE FOOT

- ☐ 0-9
- ▨ 10-29
- ■ 30-49
- ■ 50-69
- ■ 70-89

FIGURE V-1

SCALE

CLARK·COLEMAN·RUPEIKS INC

The overall average land assessed value per square foot for the entire downtown area, as shown on the map, averages 25 cents per square foot. However, the ten blocks of the commercial core area from Center Street to Fifth Street between First Avenue East and First Avenue West averages out at 42 cents per square foot of assessed valuation for land.

Improvements

Some representative high fair market value buildings are the new Conrad bank building at Main and Center appraised at $445,000, the First Federal Savings & Loan at $254,000 and the J. C. Penney building at $166,000. The high assessed value on improvement averages peak out at $1.87 per square foot on the west side of Main between Second and Third, and range downward from there to 67 cents per square foot on the east side of Main between First and Second, and 44 to 55 cents per square foot on both sides of Main between Fourth and Fifth. The low average values, again, occur for the most part at the peripheral residential blocks for an average of six to eight cents per square foot of improvement on an assessed valuation basis. The average assessed valuation on improvements for the entire downtown area is 45 cents, while for the ten block inner core the value increases to 75 cents per square foot. Figure V-2, illustrates the valuation of improvements in the C.B.D.

Total

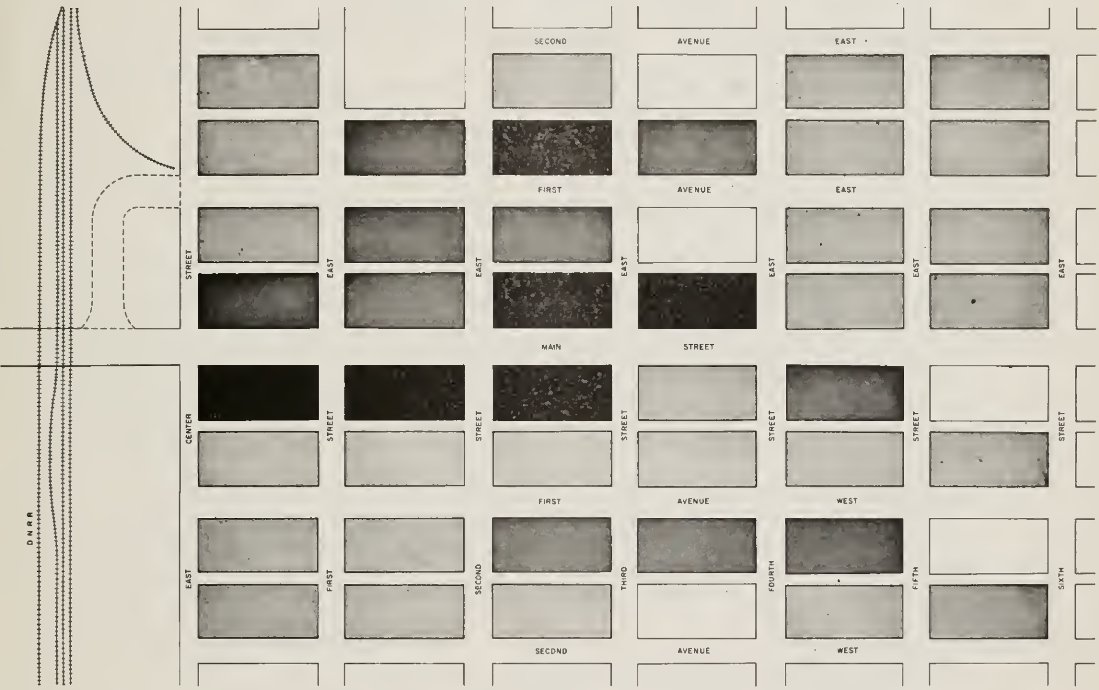
The overall average total of assessed valuation for land and improvements for the ten block core area equals $1.17 per square foot for 760,000 square feet of land. This represents $2,964,000 of taxable value, or approximately 34 percent of the City's total taxable value.

Ownerships

Figure V-3 shows the distribution of property owners in downtown Kalispell. The total downtown property amounts to 1,872,000 square

KALISPELL

ASSESSED VALUE OF C.B.D. IMPROVEMENTS



Project No Montana P-30 Prepared under Contract for the Department of Planning and Economic Development State of Montana and the Flathead Kalispell City County Planning Board The preparation of this map was financed, in part through the Urban Planning Grant from the Department of Housing and Urban Development under the provisions of Section 701 of the Housing Act of 1954 as amended

LEGEND:

CENTS PER SQUARE FOOT

☐	0-9
■	10-49
■	50-99
■	100-149
■	150-199

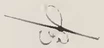


FIGURE V-2

SCALE

CLARK·COLEMAN·RUPEIKS INC

feet of land of which the vast majority, or 84 percent (over one and one-half million square feet), are owned by property owners residing within Flathead County. Property owners residing in the State of Montana but outside Flathead County control five percent of the property, or about 102,000 square feet, while about eleven percent, or approximately 206,000 square feet of property, is owned by out of state residents.

C.B.D. Parking

"To determine present and future C.B.D. parking surpluses or deficiencies, several surveys were conducted, including the number, location and characteristics of all on- and off-street parking spaces, the usage and turnover of all parking spaces, and a summary of past parking revenues."

Inventory

Table V-7 summarizes the inventory of curb and off-street parking spaces and relates to the survey which was conducted by Flathead Community College students under Clark, Coleman & Rupeiks, Inc. supervision in November of 1968.

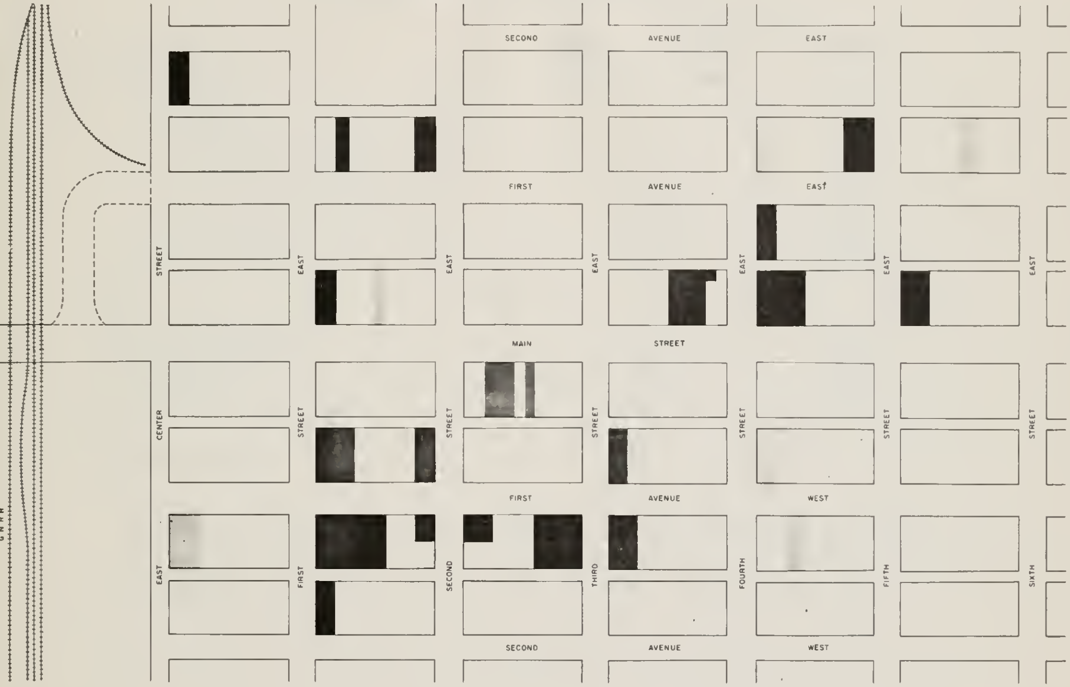
All total, some 1,297 parking spaces were inventoried, of which 653, or 50.4 percent, were off-street spaces and the remaining 644 spaces were curb parking spaces, all but 95 of which were metered.

Usage

For the most part, parking usage of facilities in Downtown Kalispell is not extremely critical. Table V-8 indicates the parking space usage in the C.B.D. The average numerical usage of curb parking spaces is 68.9 percent and of the off-street lots, 73.6 percent. The highest numerical usage is of the couple of all-day meters which achieved a usage of 100.0 percent. The peak usage of the 1,297 parking facilities

KALISPELL

RESIDENCY OF C.B.D. OWNERS



Project No. Montana [illegible] 30 Prepared under Contract for the Department of Planning and Economic Development, State of Montana, and the Flathead Kalispell City County Planning Board. The preparation of this map was financed, in part, through the Urban Planning Grant from the Department of Housing and Urban Development, under the provisions of Section 701 of the Housing Act of 1954, as amended.

LEGEND:

☐ FLATHEAD COUNTY – 84%

▨ MONTANA – 5%

■ OUT OF STATE – 11%

FIGURE V-3

SCALE

[illegible]

CLARK·COLEMAN·RUPEIKS INC

was by 925 vehicles for an overall usage average of 71.3 percent.

TABLE V-7

KALISPELL PARKING SPACE INVENTORY

	SURVEY AREA	
Type of Parking	Number of Spaces	Percent
A. Curb Parking		
1. Metered		
a. All day meter	2	0.3
b. One-half (½) hour or less meter	27	4.2
c. Two (2) hour meter	520	80.7
2. Not Metered	95	14.8
Sub-Total	644	100.0
B. Off-Street Parking		
1. Private Lots	477	73.1
2. Public Lots	123	18.8
3. Metered	53	8.1
Sub-Total	653	100.0
C. Total Parking	1,297	

When evaluating parking space usage by the actual number of hours in use of the facilities, the percentage of usage decreases somewhat. The survey ran from the hours of 9 A.M. to 5 P.M. Thus, there was a total of 5,152 curb space hours and 5224 off-street space hours, for a total of 10,376 parking space hours in the twenty-two core area blocks that were surveyed. The curb facilities were in use for 2931 hours, or 56.9 percent, while the off-street space hour usage amounted to 2,849.5 hours for a percentage also of 54.5. The total space hour usage aggregated 5,780½ hours for a 55.7 percentage.

Accumulation

The accumulation of parked vehicles by half-hour intervals was also estimated in the survey. There was a close correlation between peaks and valleys for both curb and off-street parking. Generally, as

TABLE V-8

C.B.D. PARKING SPACE USAGE

TYPE OF PARKING	NO. SPACES	MAXIMUM USE NO.	MAXIMUM USE PERCENT	SPACE HOURS	SPACE USE HOUR	PERCENT OF USAGE	NO. OF PARKERS	TURNOVE PER DAY
A. CURB PARKING								
1. METERED	549	370	67.4	4,392	2,580.5	58.8	2,596	4.7
a.) Two Hour	520	341	65.6	4,160	2,496.0	60.0	2,440	4.7
b.) All Day	2	2	100.0	16	12.5	78.1	5	2.5
c.) 24 Minutes	27	27	100.0	216	72.0	33.3	151	5.6
2. NOT METERED	95	74	77.9	760	350.5	46.1	166	1.7
SUB-TOTAL	644	444	68.9	5,152	2,931.0	56.9	2,762	4.3
B. OFF-STREET								
(All day & Customer)								
1. PUBLIC	123	105	85.4	984	741.5	75.4	131	1.1
2. PRIVATE	477	327	68.5	3,816	1,910.5	50.1	483	1.0
3. METERED	53	49	92.4	424	197.5	46.6	204	3.8
SUB-TOTAL	653	481	73.6	5,224	2,849.5	54.5	818	1.3
TOTAL	1,297	925	71.3	10,376	5,780.5	55.7	3,580	2.7

might be expected, the low valleys of accumulation occurred in the early hours of the morning and the later hours of the afternoon and in early evening, with the high peaks of accumulation occurring more towards mid-morning and mid-afternoon. For curb parking spaces, the low occurred at 9 A.M. with an accumulation of 215 vehicles, or 33.4 percent of total available spaces, while the high accumulation of curb utilization occurred at 2 P.M. with 391 vehicles occupying available spaces, resulting in 60.7 percentage. The low accumulation of off-street parking spaces was at 5 P.M. when only 254 vehicles occupied the 653 available spaces for a percentage of 38.9, and the high accumulation occurred also at 2 and 2:30 P.M. when 59.1 percent of the available space in off-street facilities were utilized by 386 vehicles. The combined accumulation for both curb and off-street spaces gave the following results - a low occurring at 9 A.M. and 5 P.M., when 499 and 495 vehicles respectively occupied the 1,297 spaces, approximately 38 percent, and the high occurring at two o'clock in the afternoon when 776 vehicles occupied the total spaces for a percentage of 59.8.

Turnover

Different parkers utilizing spaces resulted in a turnover of 2.5 times for the all day meters, 5.6 times for the 24 minute meters and 4.7 times for the two hour meters. The turnover for all curb meters was 4.7 while the turnover at metered lots was 3.8 times. The turnover for all curb spaces was 4.3 times and the turnover of all off-street spaces was 1.3 times during the 8 hour survey day. Total turnover for the 1,297 spaces was 2.7.

Parking Revenues

Table V-9 shows the total meter collections for the last eleven years. Total collections amounted to $408,539.00, or an average of

$60.24 per 1968 meter. Meter maids have been utilized and the average collection for the past eleven years was $37,140.00.

TABLE V-9

PARKING METER REVENUE

PARKING METER REVENUE		PARKING METER TICKET REVENUE	
1959-60	$36,233	1961	$ 7,101
60-61	35,400	1962	5,780
61-62	35,326	1963	6,326
62-63	34,709	1964	6,479
63-64	36,786	1965	10,896
64-65	37,047	1966	10,896
65-66	38,019	1967	12,335
66-67	36,500	1968	12,722
67-68	36,264	1969	16,623
68-69	40,679	1970	19,590
69-70	41,576		
TOTAL	$408,539		$108,748

Source: Kalispell City Clerk's Office

Summary

Parking in the CBD is not extremely critical, however, there appears to be some shortages. There may be a need for some additional off-street spaces when CBD renewal occurs, especially if a mall (thus reducing curb parking) is utilized.

A detailed study of the CBD will be undertaken and will be published as a supplement to this report, which will provide future requirements for circulation and parking, new growth, open space, and preservation or replacement of major existing facilities.